CONCRETE EVIDENCE

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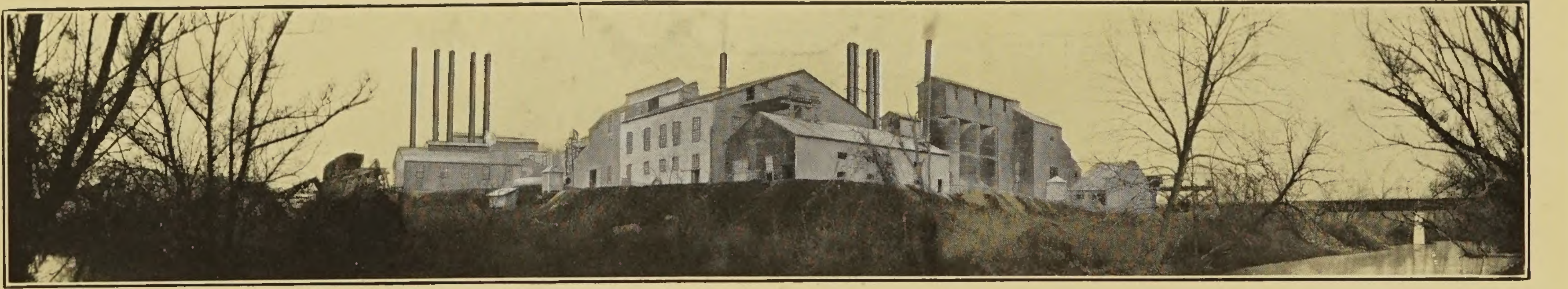
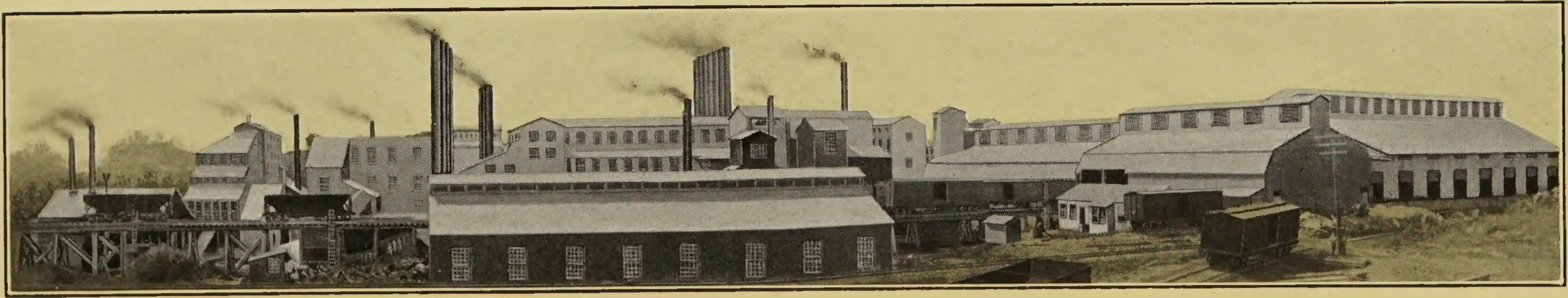


Upper View: Security Cement Plant, Security (near Hagerstown), Md., as it appeared in 1912.

Lower View: Security Cement Plant as it appears today, after enlargements. Present capacity 1,000,000 barrels of Security Portland Cement per annum.



CONCRETE EVIDENCE

of the Superiority of

Security Portland Cement

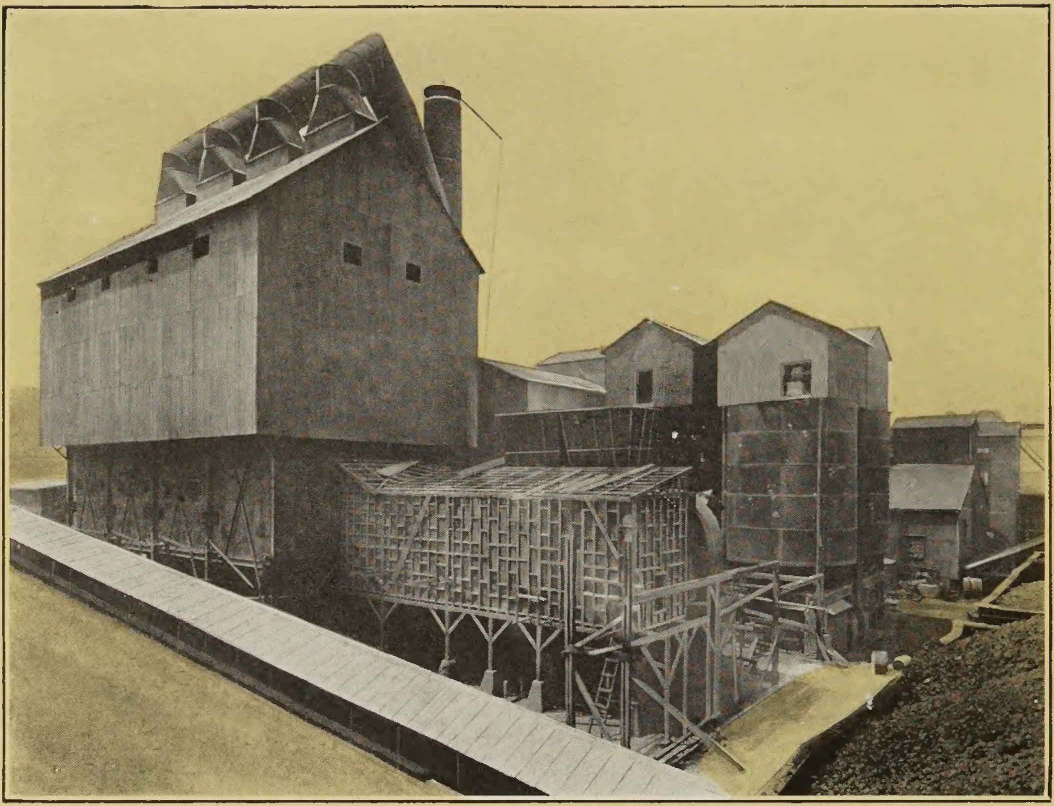
The Unsurpassed Quarry of Cement Rock from which Security Portland Cement is made. Alongside Security Cement Plant

Security Cement and Lime Co.
Main Office, Hagerstown, Md.

BRANCH OFFICES

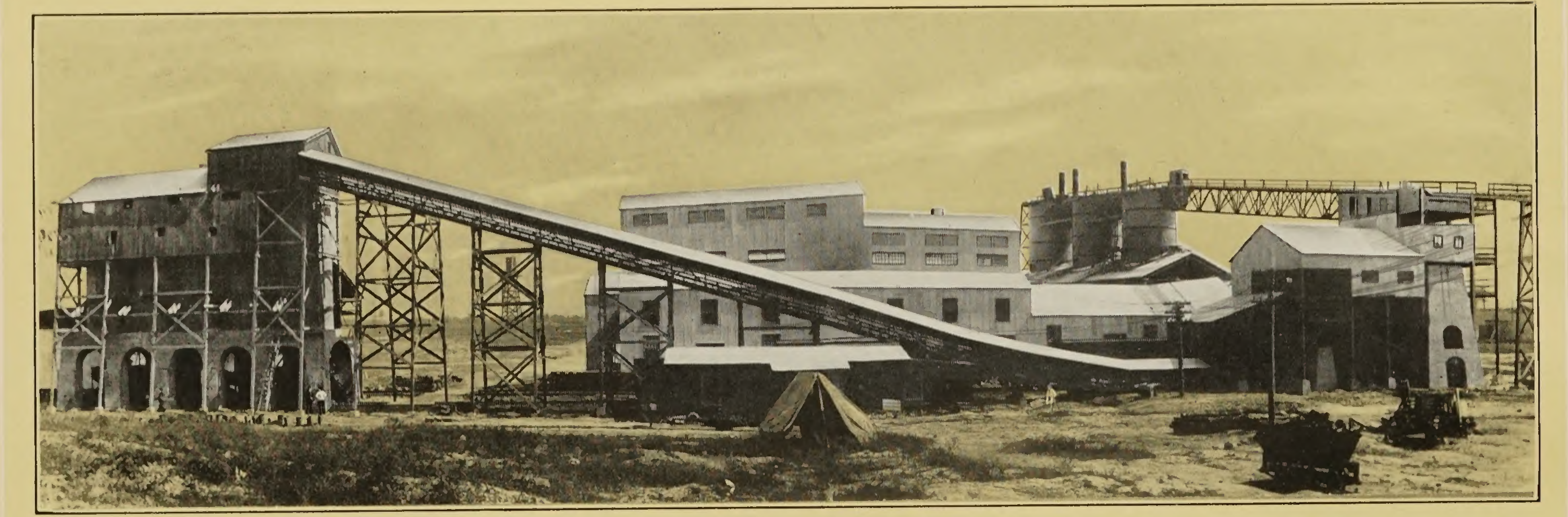
Baltimore, Md.   Washington, D. C.   Philadelphia, Pa.

Copyright, 1916, by Security Cement and Lime Company



Potash Plant at Security, Md., for the recovery of potash by the Cottrell process of electrical precipitation as a by-product from the waste gases discharged from the cement kilns. The first plant ever erected for this purpose.

Electric Power Plant at Security, furnishing auxiliary and emergency power to the Security Cement Plant. Owned and operated by The Hagerstown and Frederick Railway Company. Security Portland Cement used throughout. Engineer, P. O. Keilholtz.



Berkeley Plant of the Security Cement & Lime Company at Berkeley (near Martinsburg), W. Va., where High Calcium Lime and Limestone Products in all forms are manufactured. Hydrated lime a specialty. Annual capacity 60,000 tons of lime and 250,000 tons of stone products.

OFFICERS

LORING A. COVER
President

JOHN J. PORTER
First Vice-President and General Manager

J. AUGUSTINE MASON
Second Vice-President

ALEXANDER M. TYREE
Secretary and Treasurer

JOHN K. BARBOUR
General Sales Manager

CHARLES CATLETT
Technical Adviser

DIRECTORS

DeCourcy W. Thom, *Chairman*
Douglas H. Gordon
Samuel C. Rowland
William G. Nolting
Richard N. Jackson
J. Augustine Mason
Horatio L. Whitridge
W. Champlin Robinson
Alfred D. Warner, Jr.
Charles Catlett
Charles Warner
Loring A. Cover

PRODUCTS OF SECURITY CEMENT & LIME CO.

SECURITY PORTLAND CEMENT

(Annual capacity 1,000,000 barrels)

POTASH-BEARING MATERIALS

By-Products recovered from Security Cement Kiln Stacks
(Annual capacity 14,000 tons)

BERKELEY LUMP LIME

For Building, Chemical and Agricultural Purposes
(Annual capacity 60,000 tons)

BERKELEY GROUND LIME

Fresh-burned Lime, uniformly ground, for Glass Manufacture and Agricultural Purposes

BERKELEY HYDRATED LIME

For Chemical, Agricultural and Building Purposes, especially for concrete mixtures
(Annual capacity 40,000 tons)

BERKELEY PULVERIZED LIMESTONE

For Manufacturing, Paving and Agricultural Purposes
(Annual capacity 25,000 tons)

CRUSHED STONE (ALL SIZES)

For Railroad Ballast, Road Work, Concrete and General Work
(Annual capacity 300,000 tons)

HIGH CALCIUM FLUX STONE

For Blast Furnaces and Steel Making

PREFATORY

SECURITY PORTLAND CEMENT has been on the market since 1908. Some 4,000,000 barrels have been sold and used and its reputation for uniformity and reliability has been firmly established.

To meet the continually increasing demand for SECURITY PORTLAND CEMENT it has been necessary to increase the capacity of the plant three times. The last additions, made in 1916, gave a 33 per cent increase in output and brought the total capacity to over 1,000,000 barrels per year.

SECURITY is classed among the high silica Portland cements and for this reason is pre-eminently permanent, there being not the slightest tendency toward retrogression with age as is sometimes the case with high alumina cements. (See Bulletin No. 331 U. S. Geological Survey, page 27, and Taylor's Practical Cement Testing, page 103.)

SECURITY CEMENT is made under the strictest chemical supervision and every barrel is guaranteed to meet the Standard Specifications as adopted by the American Society for Testing Materials and approved by the American Society of Civil Engineers, and also by the U. S. Government Specifications. As a matter of fact, SECURITY far exceeds these requirements.

During the year ending June 30th, 1912, 35,925 barrels of SECURITY CEMENT were used by the Commissioners of the District of Columbia and 3,592 samples were tested by the Engineer's Department. Every sample passed the specifications, and not a single barrel was rejected—a record performance. Of other brands of cement used, nearly 2 per cent was rejected.

SECURITY has been tested and approved by many well-known testing laboratories and has received the endorsement of many prominent architects and engineers, including the engineers of the U. S. Government, City of Baltimore, and of a large number of railroads.

SECURITY is regularly used by many of the largest and most critical users of cement in the country. Among others, the following:

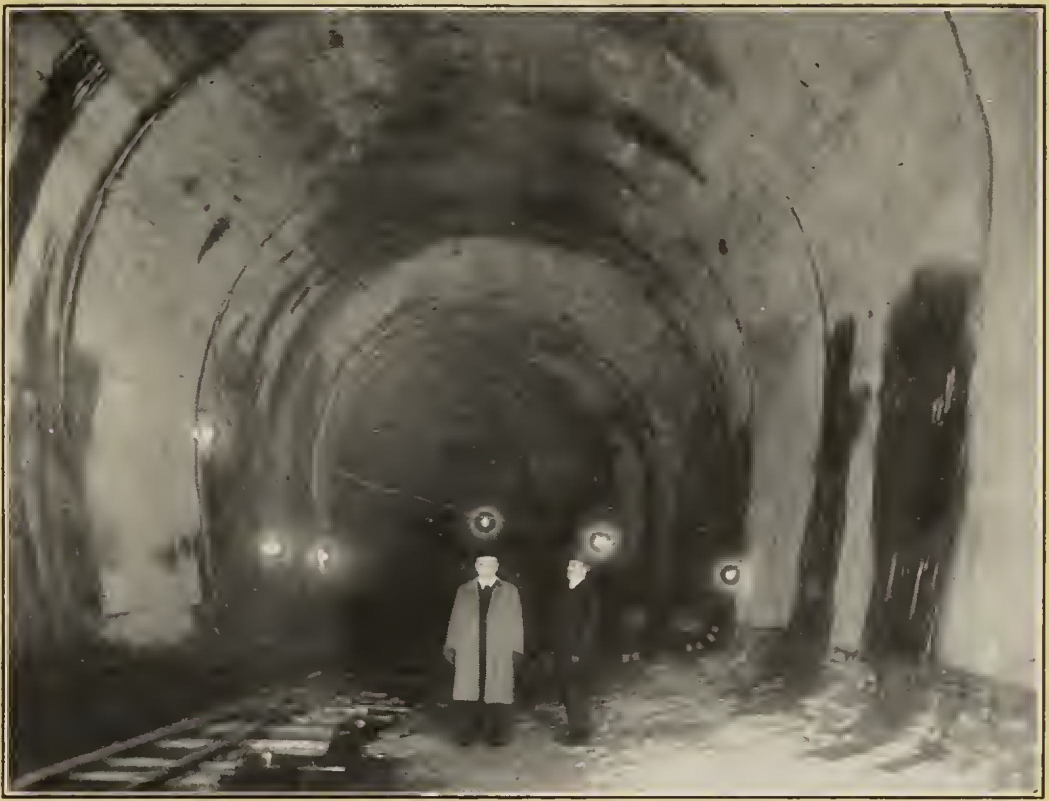
United States Government, in all departments (Treasury, War, Navy, total requirements of District of Columbia for several years, etc.)
City of Baltimore, for all purposes (Sewerage, Water, Harbor, Electrical and City Engineer's Departments)
State of Maryland Highways Department, etc.
State of Pennsylvania Highways Department, etc.
Baltimore & Ohio Railroad Company
Cumberland Valley Railroad Company
Norfolk & Western Railroad Company
Western Maryland Railway Company
Southern Railway Company
Atlantic Coast Line Railroad Company
Richmond, Fredericksburg & Potomac Railroad Company
Charlottesville & Albemarle Railway Company
Washington Southern Railway Company
United Railways Company of Baltimore

Security has been used in some of the most important work in the United States. For example, approximately:

40,000 barrels in harbor and dock improvements by City of Baltimore
425,000 barrels in sewerage system by City of Baltimore
18,000 barrels in City of Cumberland, Md., street paving, etc.
13,000 barrels in City of Waynesboro, Pa., street paving, etc.
23,000 barrels in City of York, Pa., street paving, etc.
5,000 barrels in City of Carlisle, Pa., street paving and general requirements
3,500 barrels in City of Staunton, Va., streets and general requirements
7,000 barrels in City of Easton, Md., for streets, bridges, etc.
6,000 barrels in City of Winchester, Va., for streets, bridges, etc.
30,000 barrels in Roland Park, Md., improvements
225.000 barrels in Government work in District of Columbia
50,000 barrels in Connellsville Extension of Western Maryland Railway
175,000 barrels in Maryland State Road work
30,000 barrels in Paw-Paw Cut-off of Baltimore & Ohio Railroad Company
50,000 barrels in Curtis Bay Piers of Baltimore & Ohio Railroad Company
20,000 barrels for double tracking requirements of Southern Ry. Co.
23,000 barrels for bridges, etc., to Norfolk & Western Ry. Co.
31.000 barrels for general uses of Cumberland Valley R. R. Co.
7,500 barrels in American Ice Company's Plant, Baltimore, Md.
148,000 barrels in work at plant of the Maryland Steel Company and Penn Mary Steel Co. (Branch of Bethlehem Steel Co.), Sparrows Point, Md.

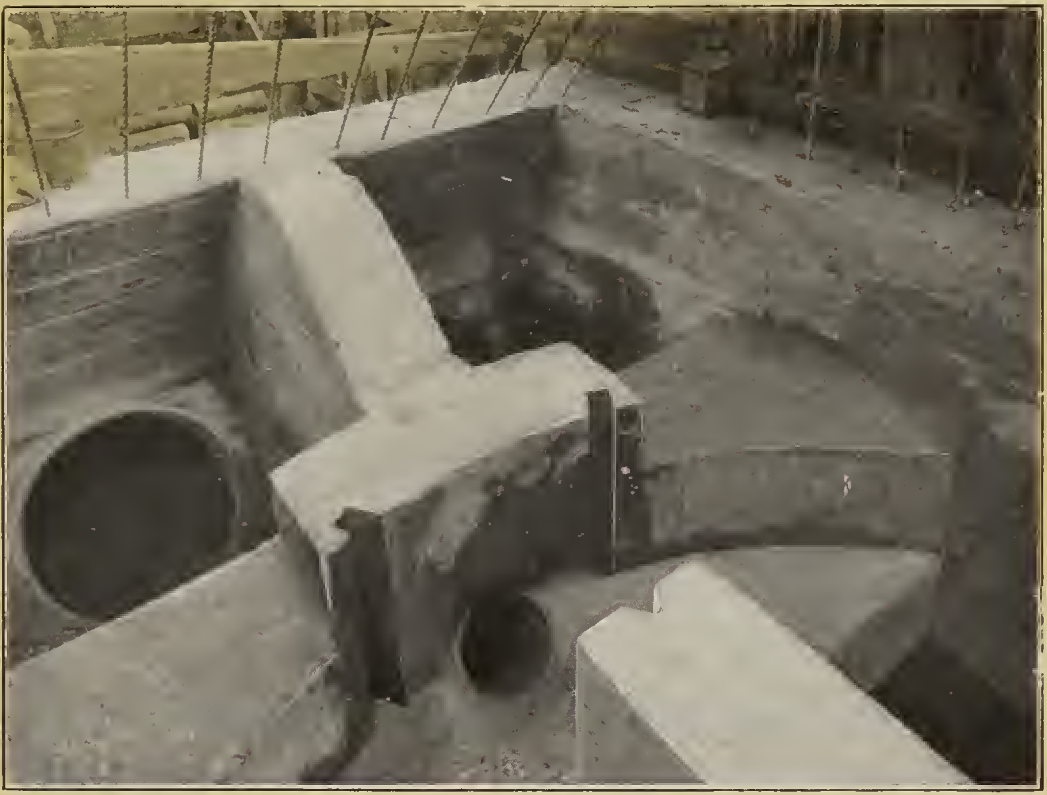
After all, the best guarantee of quality is that given by the multitude of structures built of Security Portland Cement, which stand as monuments to its permanency.

Illustrations from actual photographs of a few of these structures, selected as typical of a large number, are shown in the following pages.

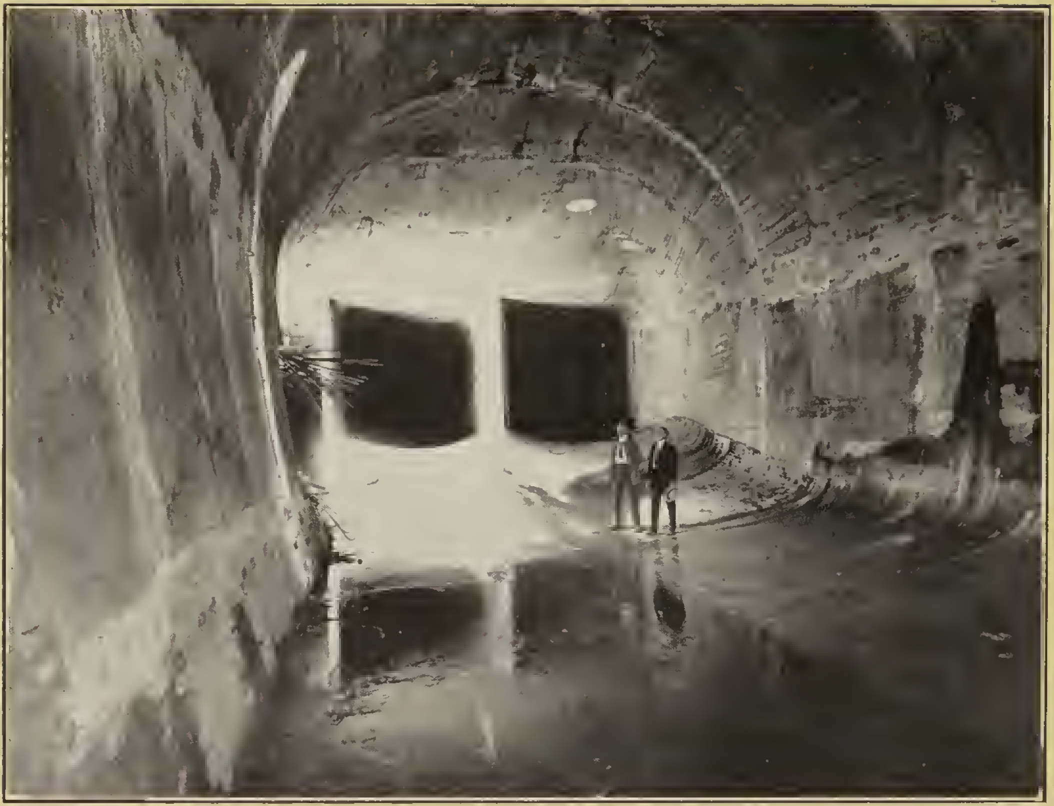


Mayor James H. Preston and Chief Engineer Calvin W. Hendrick of the Sewerage Commission, making an inspection of the Concrete Diversion Tunnel under Guilford Avenue. The largest drainage tunnel in the world. Part of Baltimore's great new $30,000,000 sewerage system, the largest similar undertaking ever made at one time by any American city. Security Portland Cement used. Designed by Chief Engineer Calvin W. Hendrick. Contractors, Fisher & Carozza.

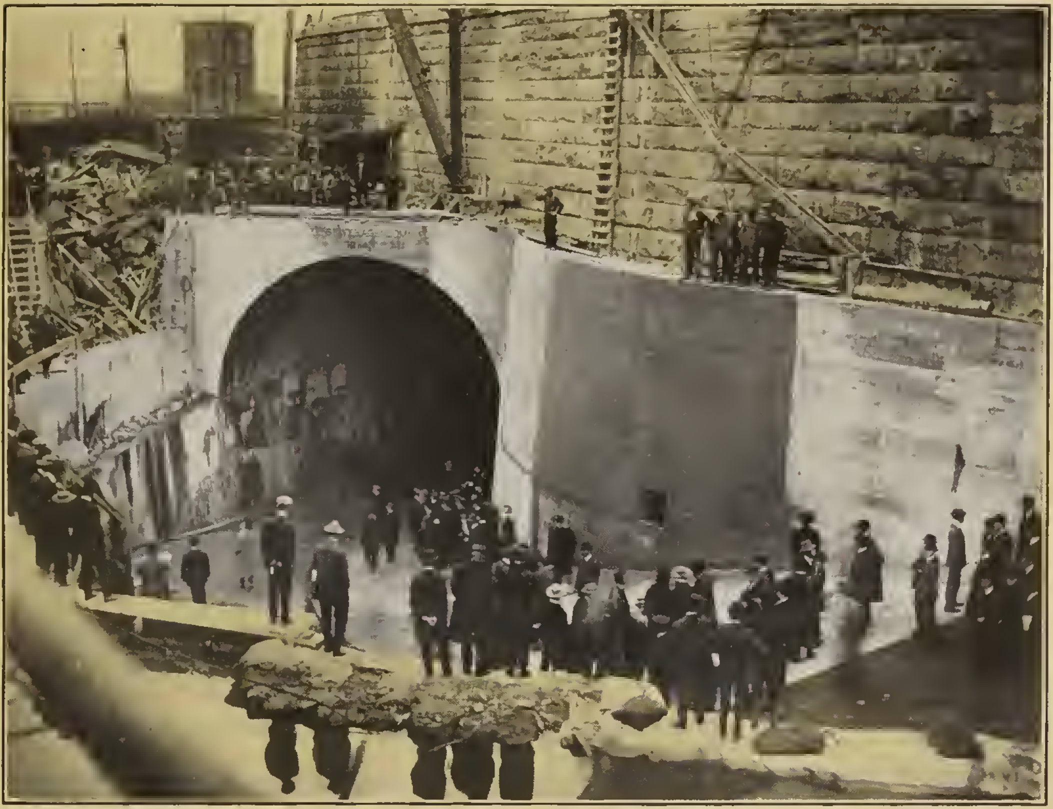
President and Members of the American Society of Civil Engineers dining in Jones Falls Diversion Tunnel—71 feet under Baltimore—during its annual convention, June 4, 1914. Security Portland Cement used. Designed by Chief Engineer Calvin W. Hendrick of the Sewerage Commission. Contractors, Fisher & Carozza.



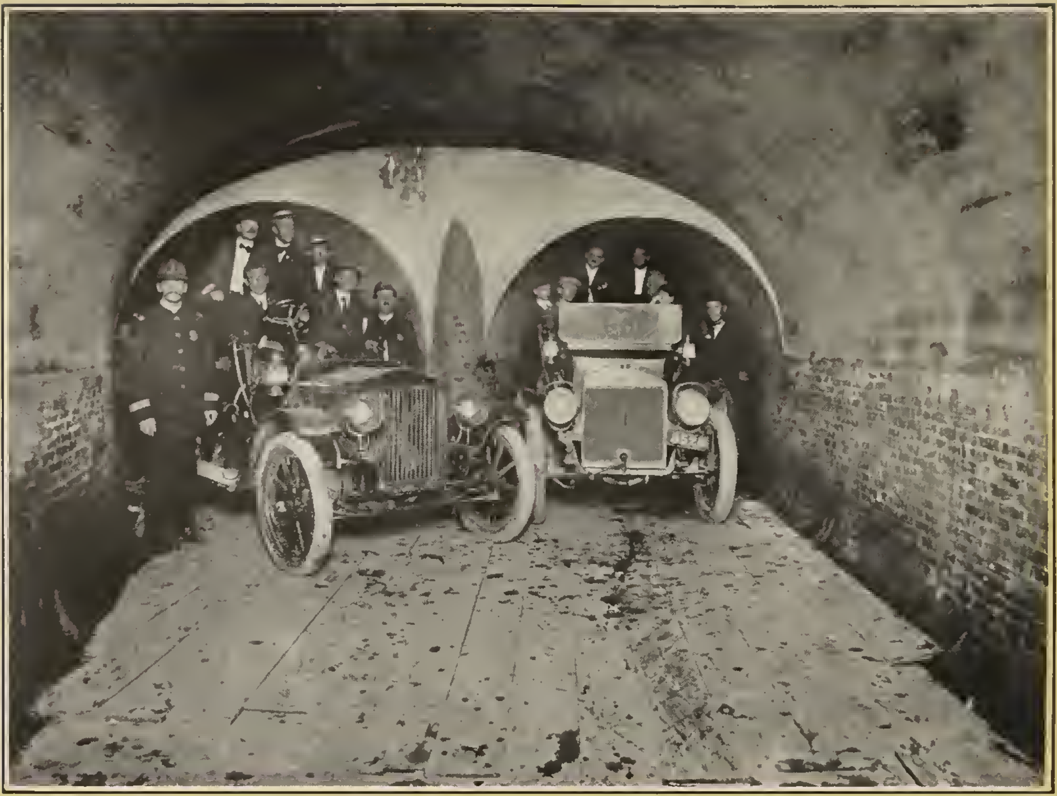
Intake Chamber of Siphon connecting 9-foot stormwater drain under 12-foot 3-inch Sanitary Outfall Sewer. Battery of pipes to meet dry weather and storm-flows so as to keep all under pressure and scoured out. Designed by Chief Engineer Calvin W. Hendrick of the Sewerage Commission. M. A. Talbott Co., contractors. Security Portland Cement used.



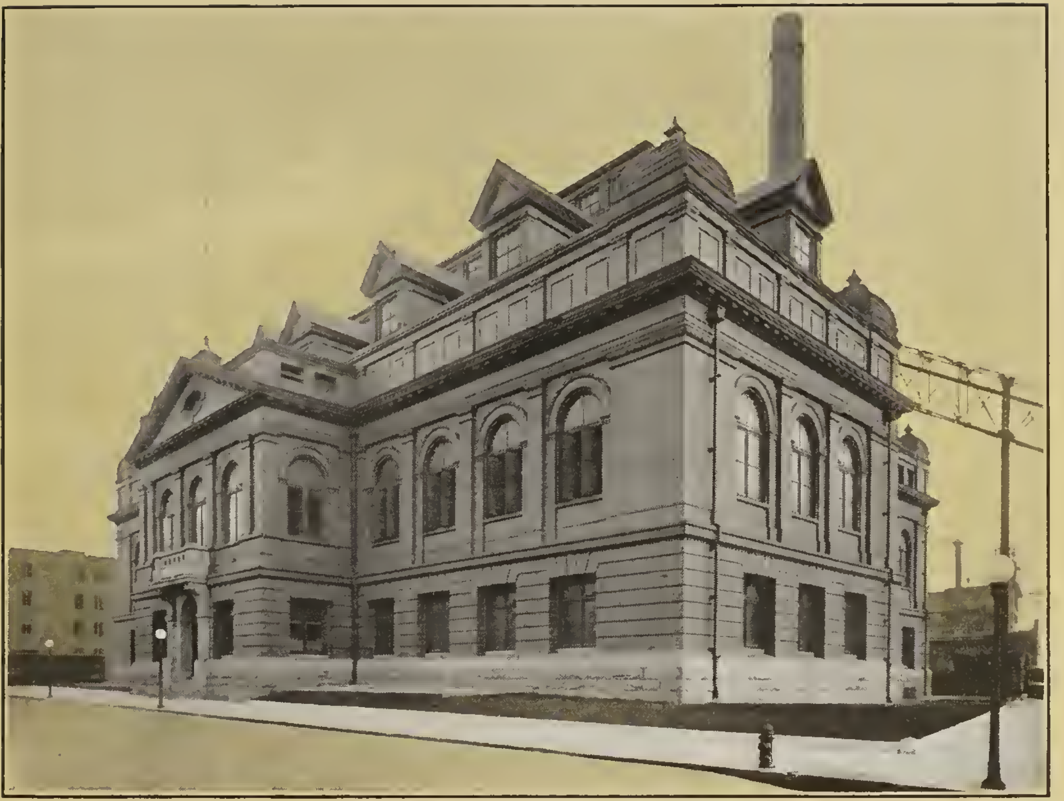
Bellmouth, where 29-foot Drainage Tunnel merges into three-conduit construction enclosing Jones Falls, Baltimore. The three-tube type construction was necessary on account of the limited headroom under the bridges crossing Jones Falls. Designed by Chief Engineer Calvin W. Hendrick of the Sewerage Commission. Contractors, Fisher & Carozza. Security Portland Cement used.



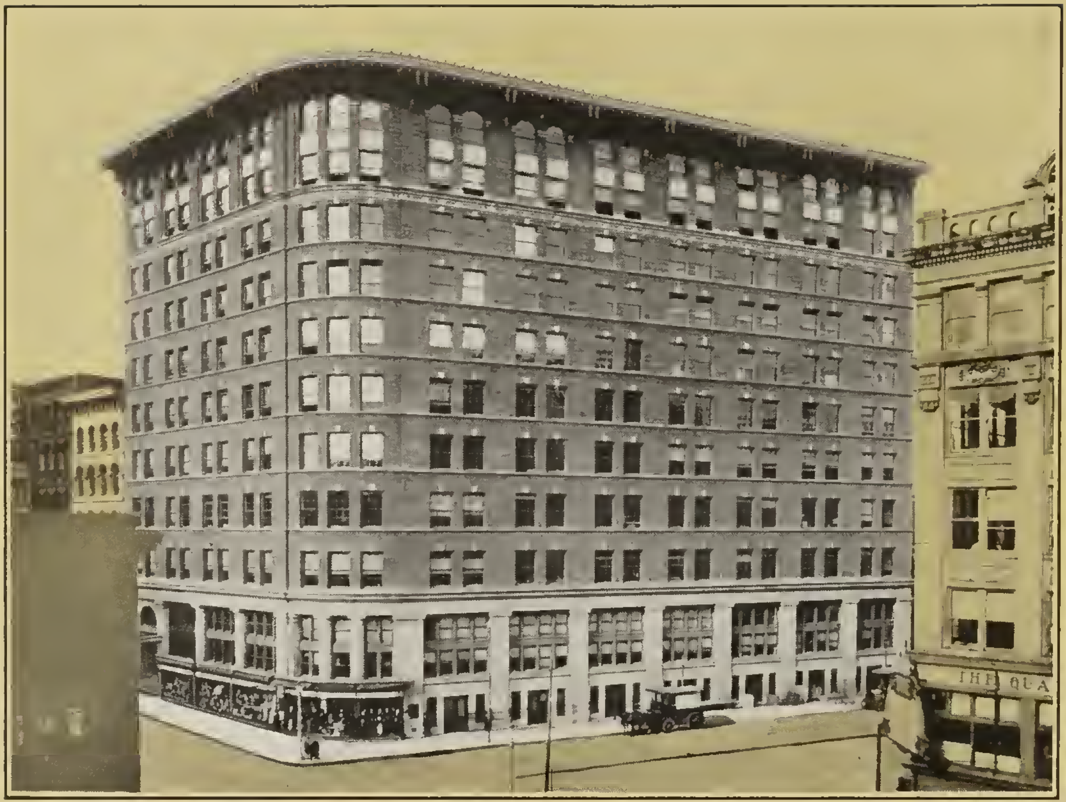
Jones Falls, Baltimore, 29-foot Drainage Tunnel just before diverting water into same. Contractors, Fisher & Carozza. Designed by Chief Engineer Calvin W. Hendrick of the Sewerage Commission. Security Portland Cement used.



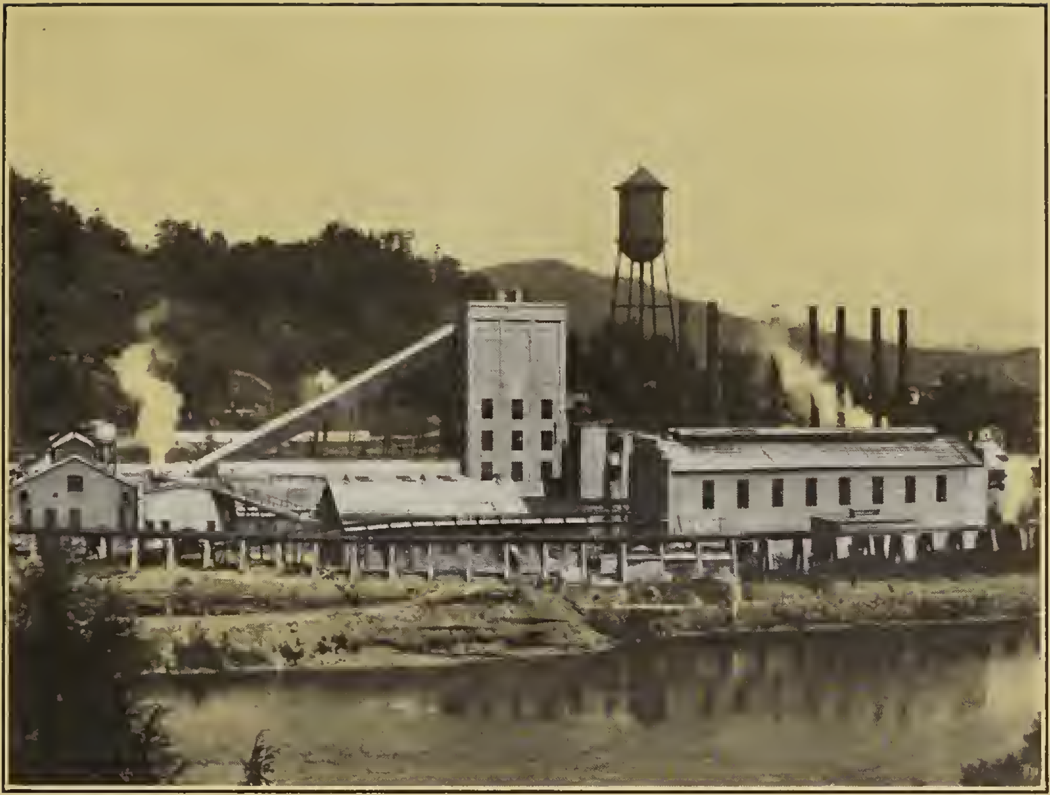
Inspection of 12-foot 3-inch Sanitary Outfall Sewer under Baltimore and to Back River, a distance of 6¾ miles, by a party in sixteen automobiles, including the Governor, Mayor, City Council and financiers of Baltimore. Designed by Chief Engineer Calvin W. Hendrick of the Sewerage Commission. Contractors, M. A. Talbott Company and Ryan & Reilly. Security Portland Cement used.



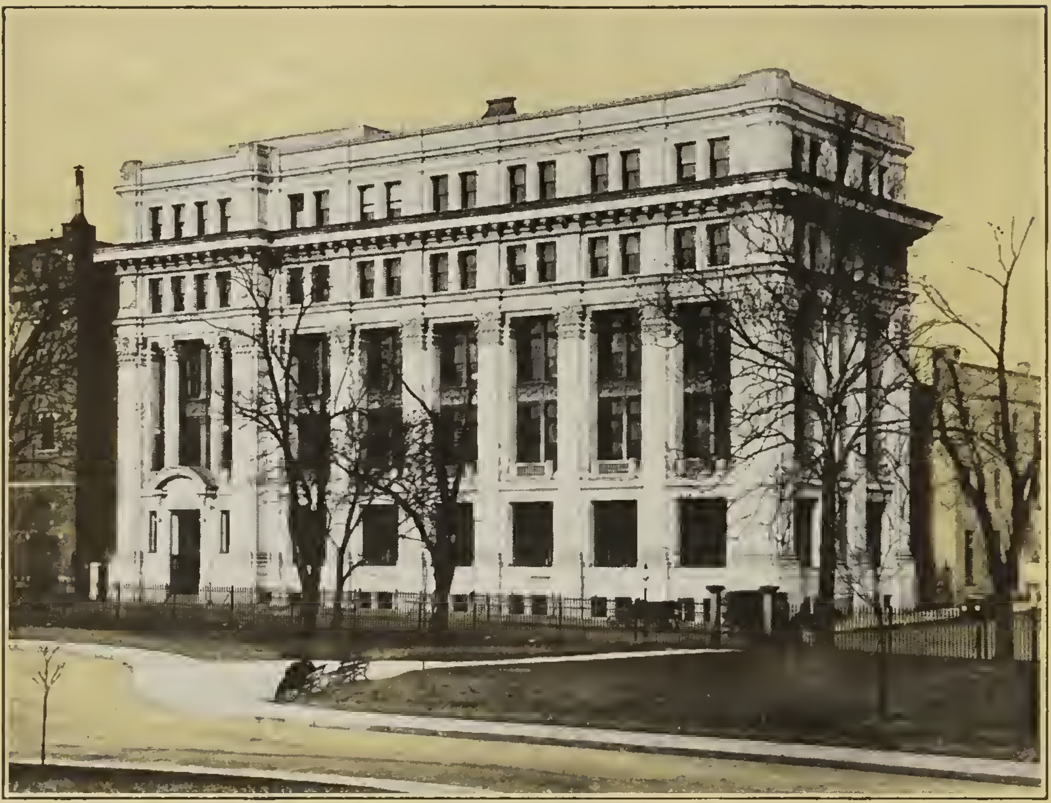
The great Sewerage Pumping Station at East Falls Avenue, Baltimore. Security Portland Cement used throughout. Designed by Henry Brauns, architect. Built by the Noel Construction Company, contractors. A part of Baltimore's new $30,000,000 sewage disposal system.



Baltimore Bargain House, one of the largest commercial buildings in Baltimore. In its construction Security Portland Cement was used throughout. Architect, Joseph Evans Sperry; contractors, Noel Construction Co.



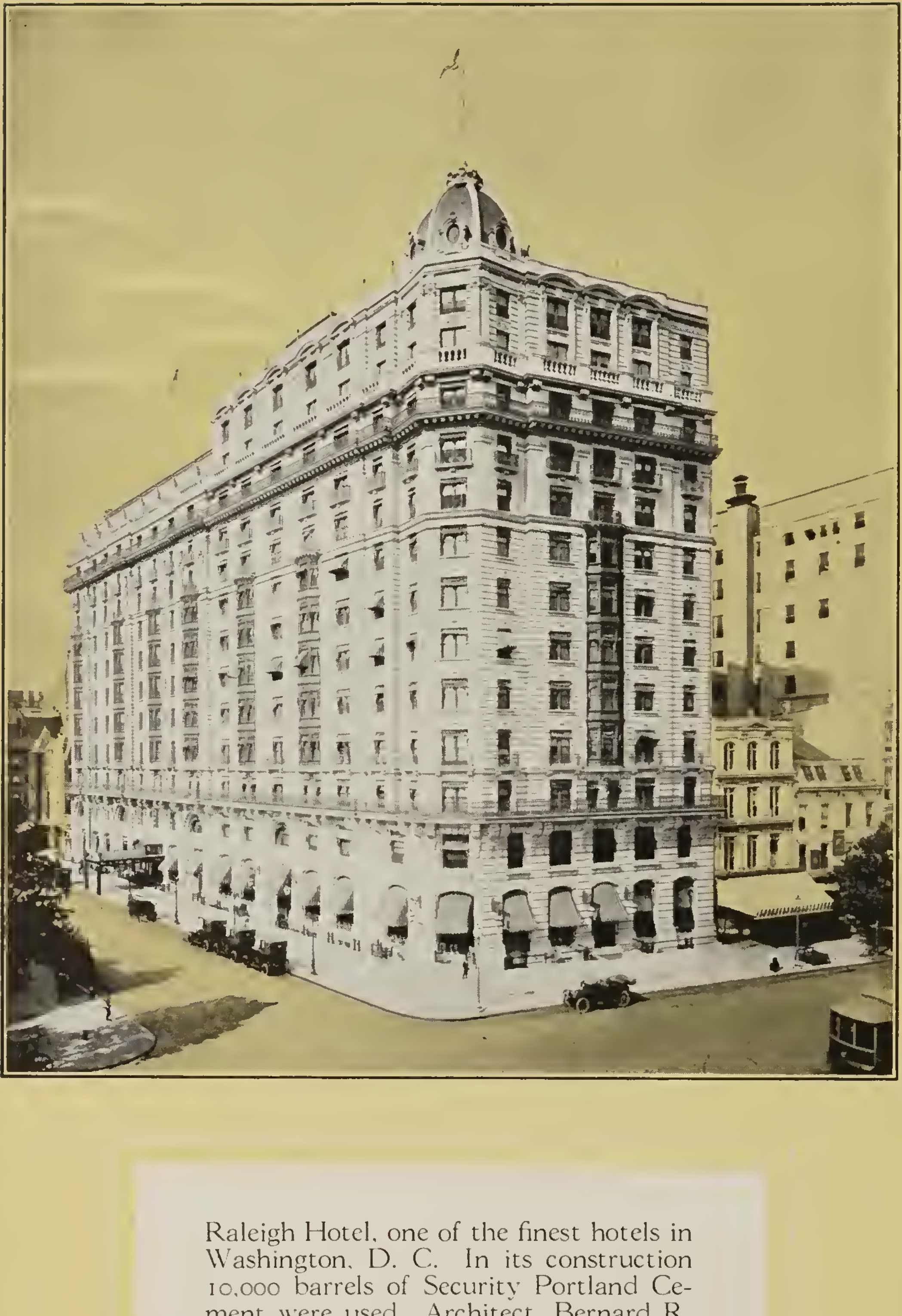
Plant of the Parsons Pulp & Paper Co., Parsons, W. Va. Aberthaw Construction Company, Boston, Mass., engineers and designers. Five thousand barrels of Security Portland Cement used.



Home of the Life Insurance Company of Virginia, Richmond, Va. Security Portland Cement used throughout. Architects, Clinton & Russell, New York; contractors, George A. Fuller Co., New York.

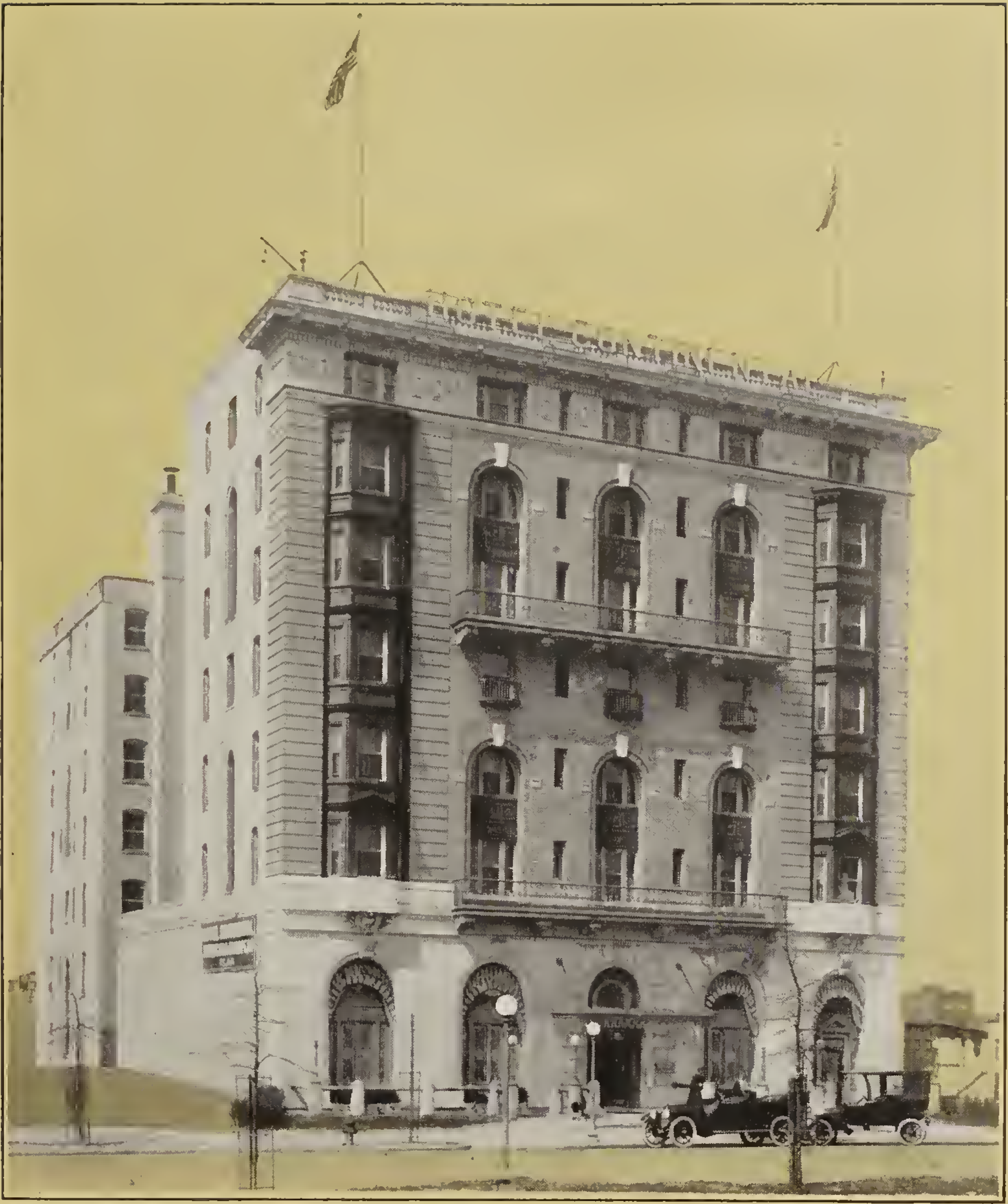
Concrete for permanence; Security, the permanent Portland Cement

Chevy Chase Club, the famous country club near Washington, D. C. Security Portland Cement used throughout in its construction. Architect, J. H. De-Sibour; contractors, Page Construction Company.

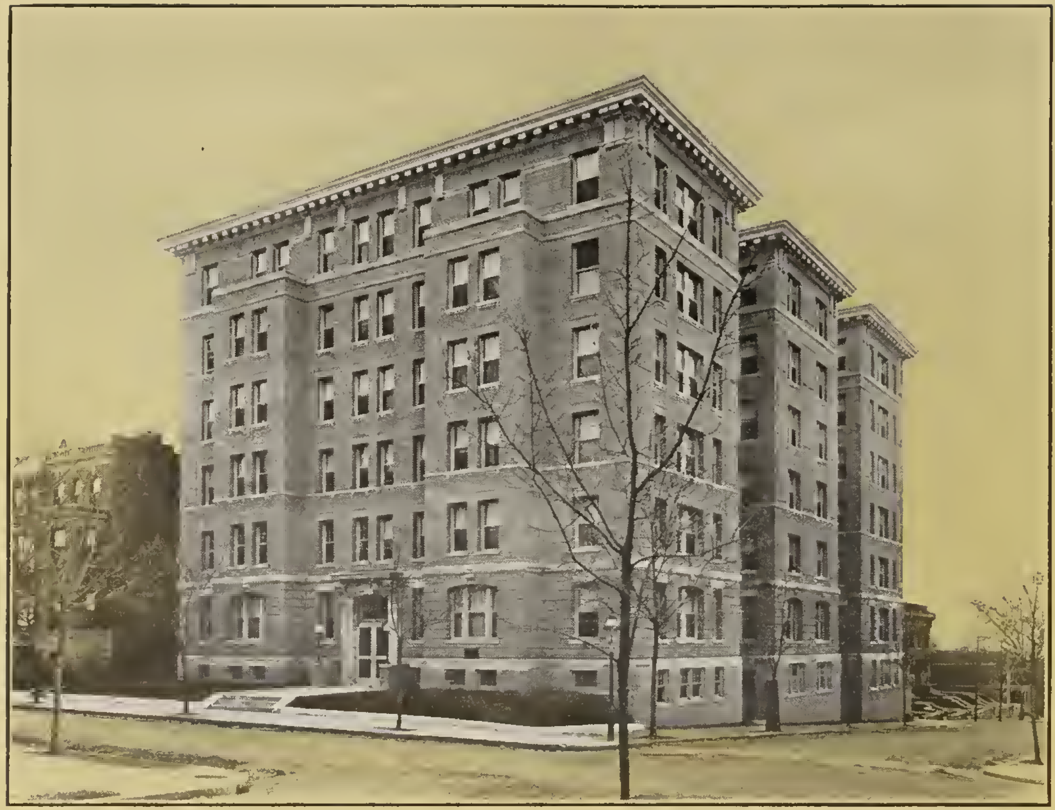


Raleigh Hotel, one of the finest hotels in Washington, D. C. In its construction 10,000 barrels of Security Portland Cement were used. Architect, Bernard R. Green; contractors, George A. Fuller Co.

Concrete for permanence; Security, the permanent Portland Cement



Hotel Continental, Washington, D. C., in which Security Portland Cement was used throughout. Architect, Appleton P. Clark, Jr., Washington, D. C.; contractor, Samuel J. Prescott, Washington, D. C.



Euclid and Champlain Avenue Apartments, Washington, D. C. Security Portland Cement used throughout. Architects, Hunter & Bell; contractor, H. G. Wilson.

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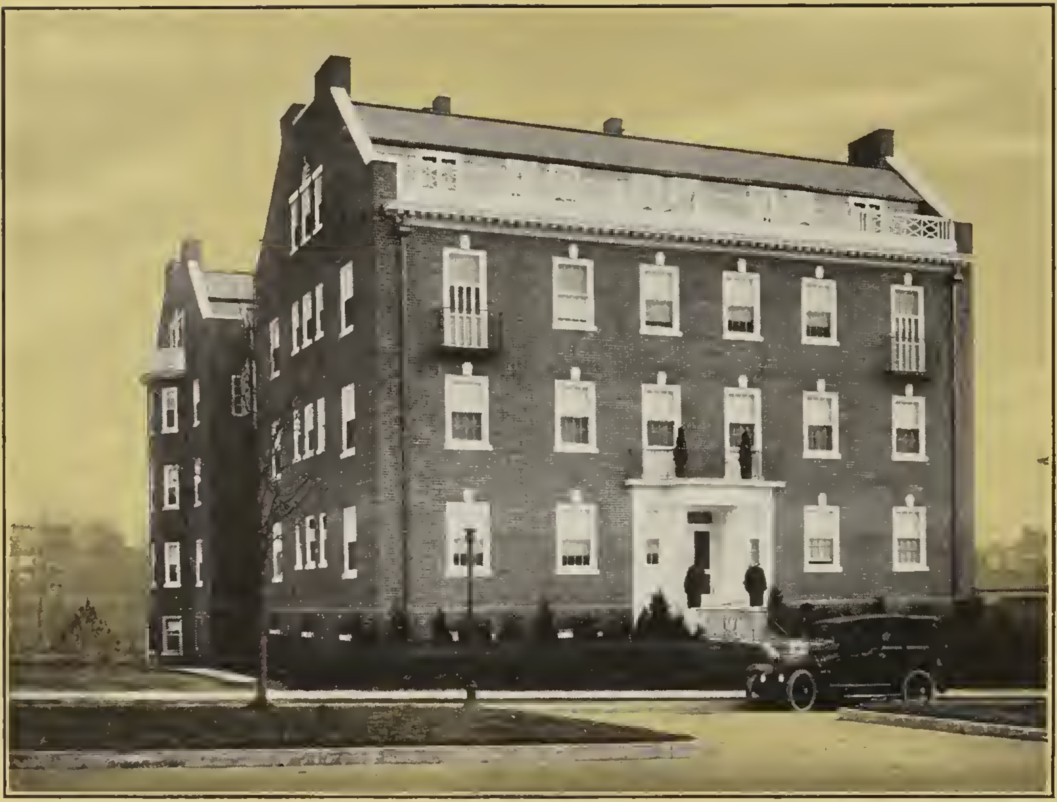
Homewood Apartments, Baltimore, Md. One of the largest and most striking examples of this class of structure in this part of the world. Security Portland Cement used throughout. Architect, E. H. Glidden. Built by the owners.



Burford Apartments, Charles near 32nd Street, Baltimore, Md., in which Security Portland Cement was used throughout. Architects, Parker, Thomas & Rice; contractors, Edward Brady & Son.

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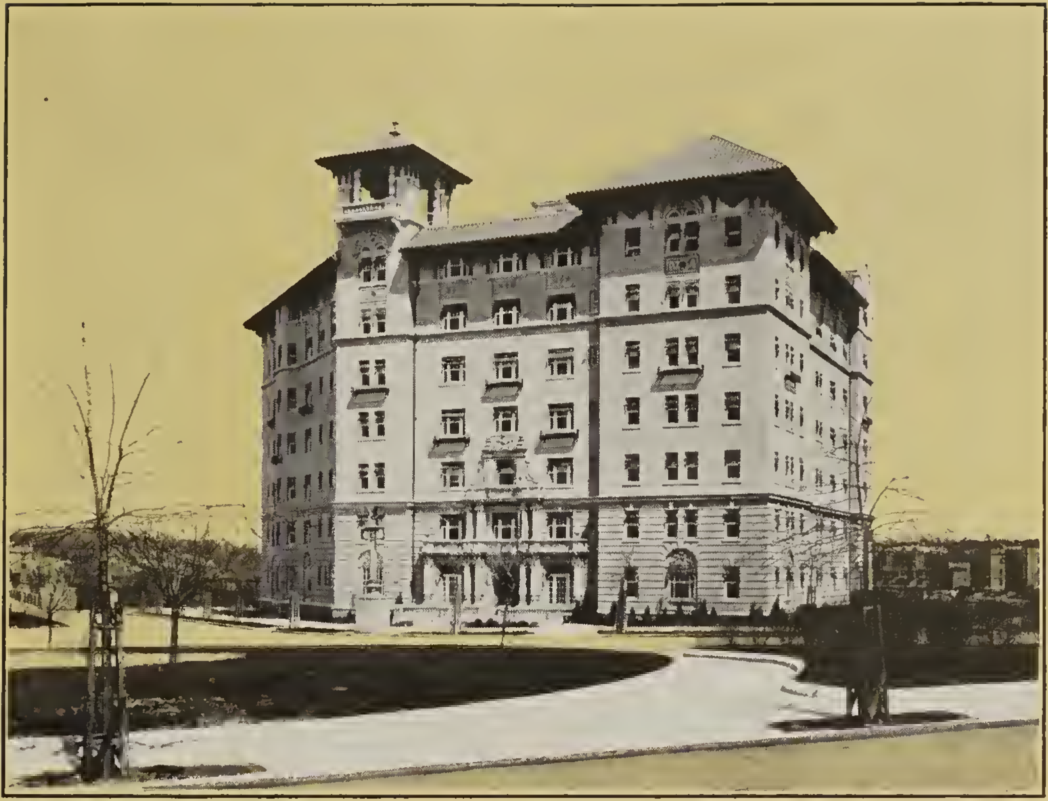
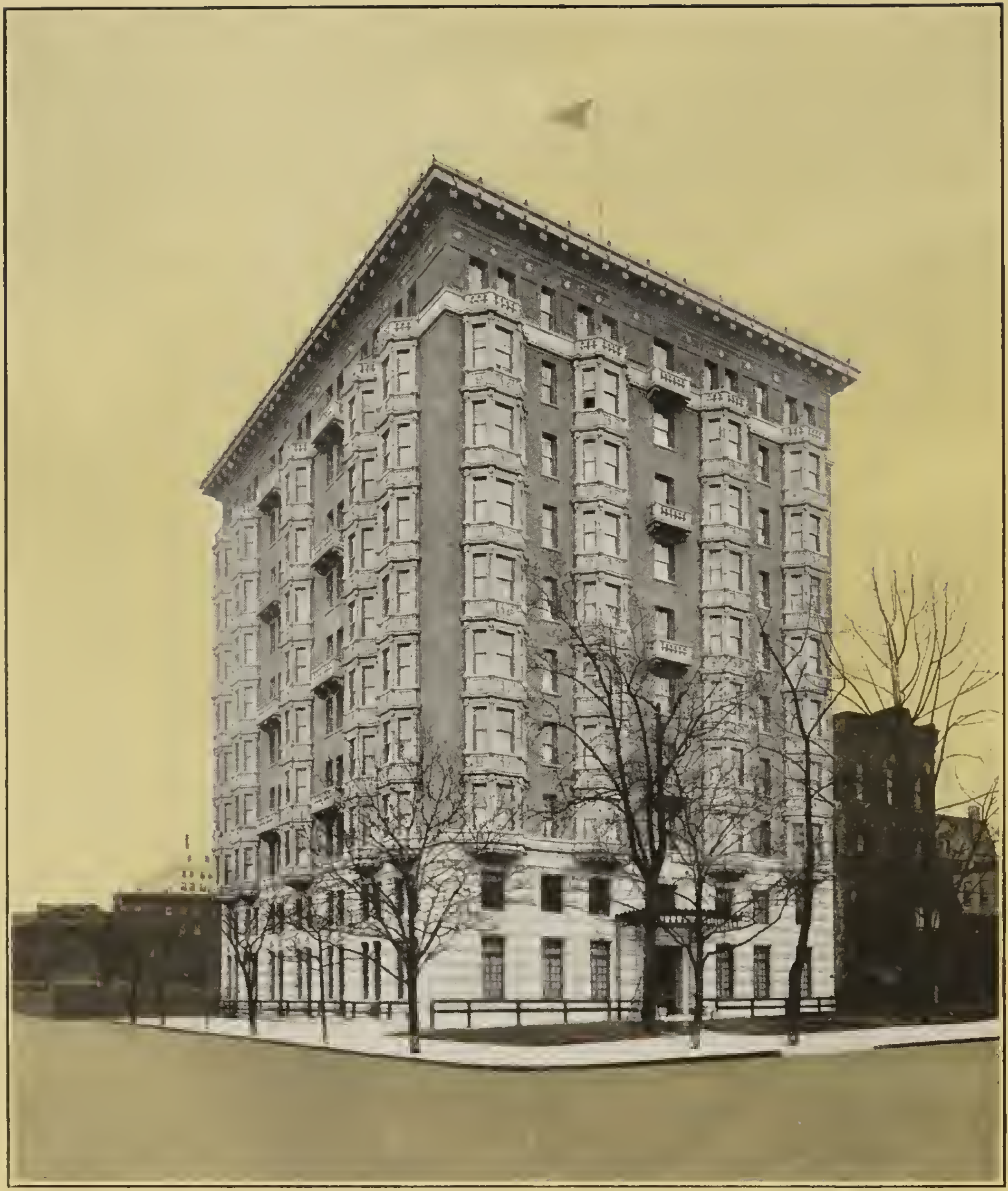
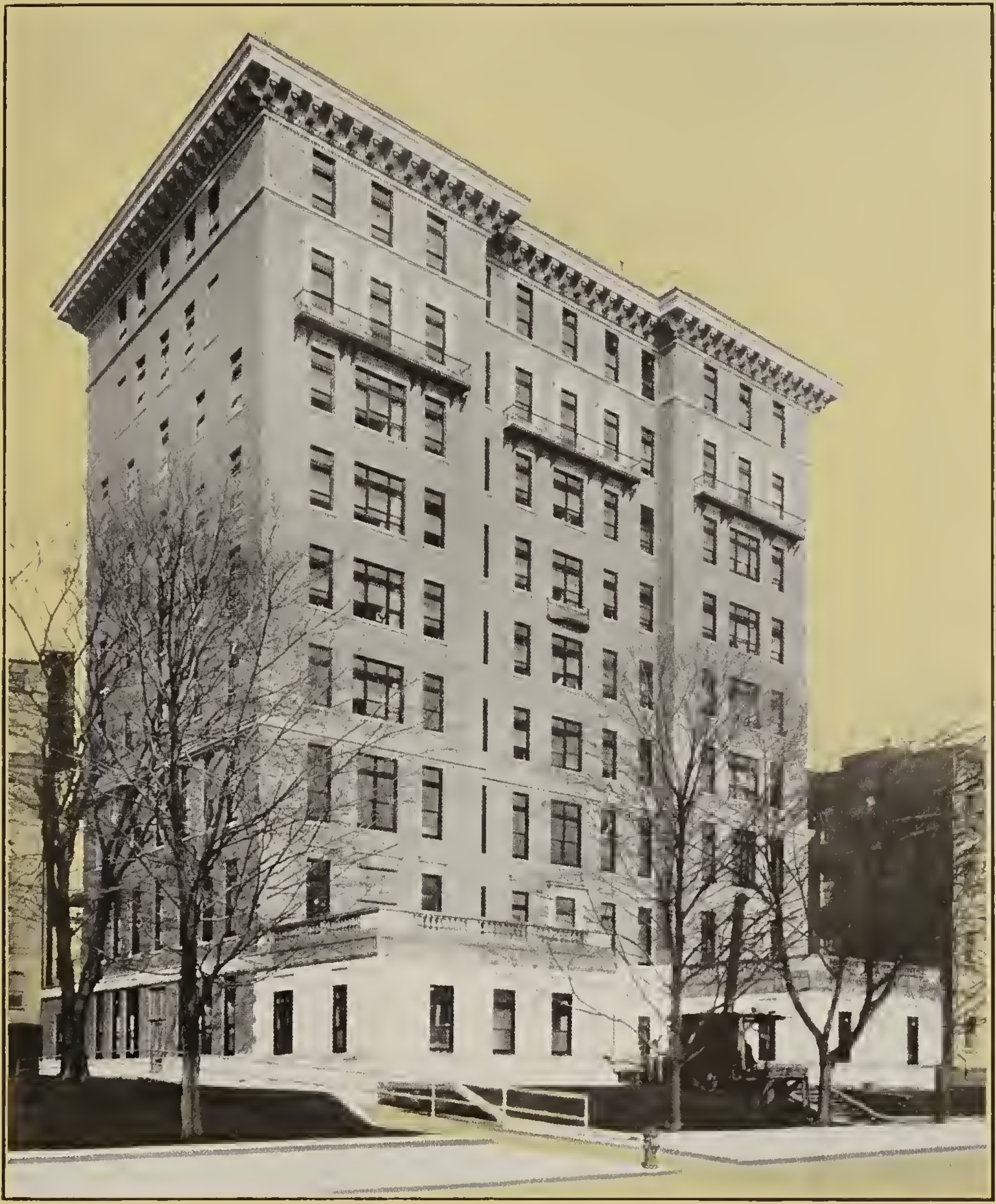


Woodward Apartments, Washington, D. C. Security Portland Cement used throughout. Architect, George Oakley Totten, Jr.; contractor, James L. Marshall.



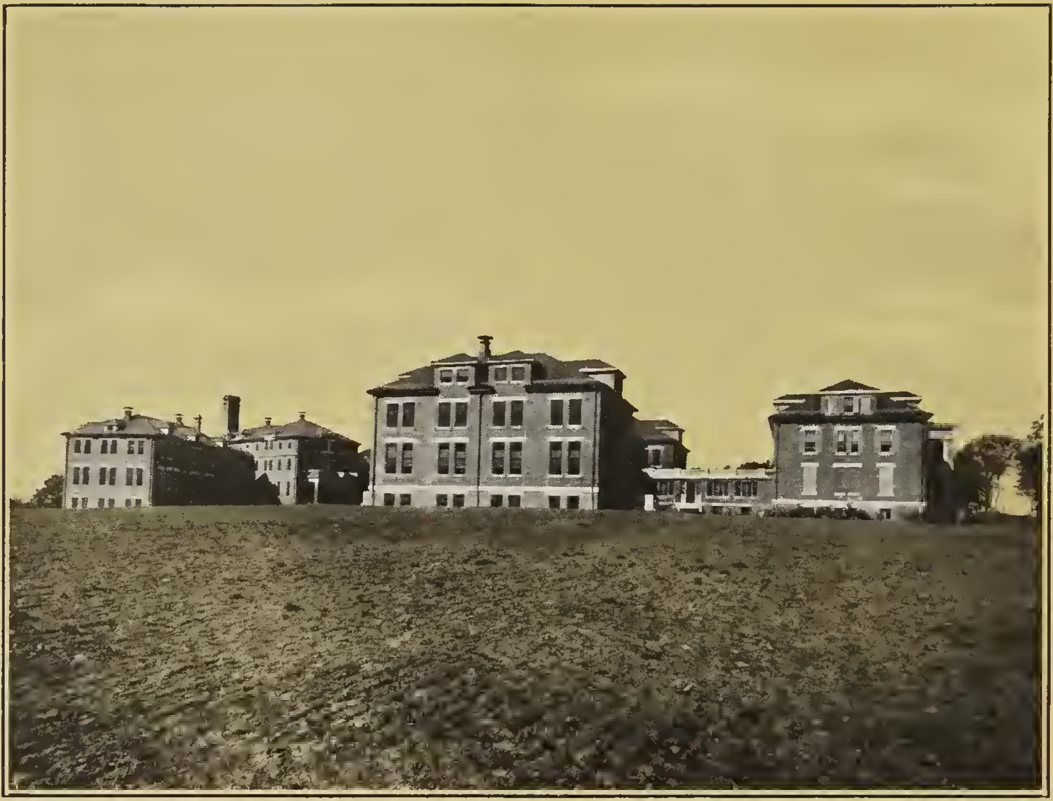
Hotel Apartments, corner 16th and I Streets, Washington, D. C. Security Portland Cement used throughout. Monolithic construction, all concrete poured and set in place. A striking example of the most modern method of handling concrete. Architect, B. Stanley Simmons. Built by the Melton Construction Company.

Concrete for permanence; Security, the permanent Portland Cement



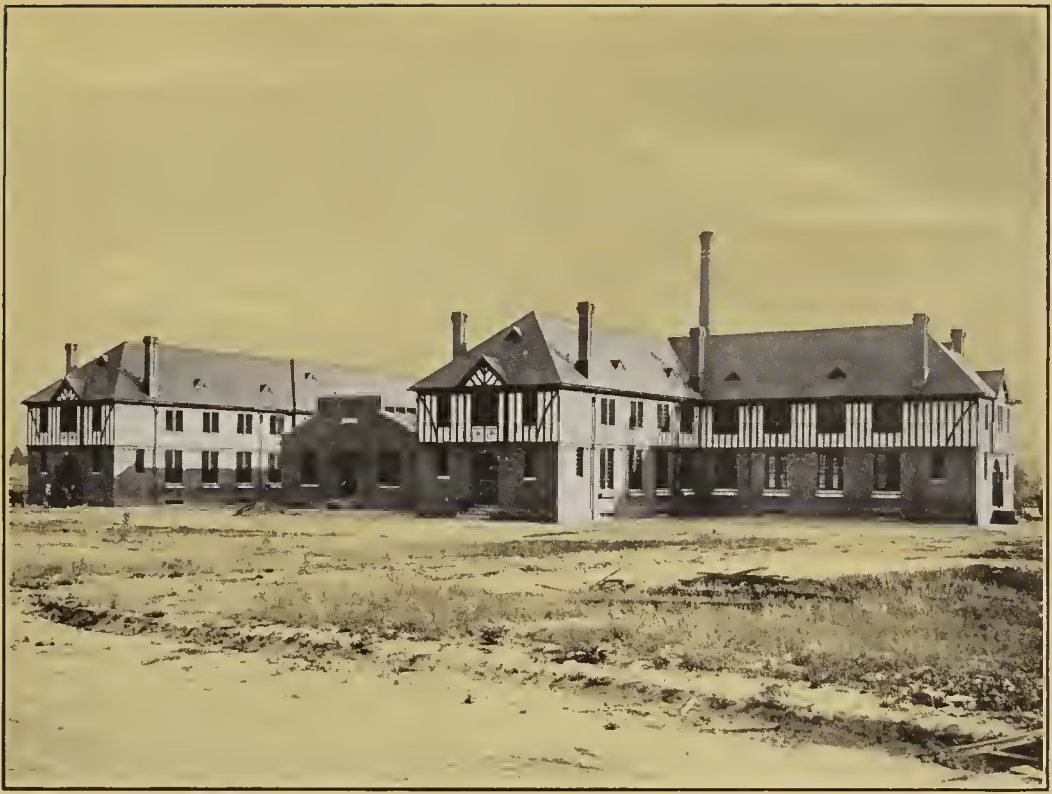
Emergency Hospital, Washington, D. C., in which Security Portland Cement was used throughout. Architect, Nathan C. Wyeth; contractors, Wells Brothers.

Every Bag Guaranteed



Crownsville State Hospital for the Insane, Crownsville, Md. Security Portland Cement used throughout. Architects, Baldwin & Pennington; John Waters, superintendent of construction.

Concrete for permanence; Security, the permanent Portland Cement



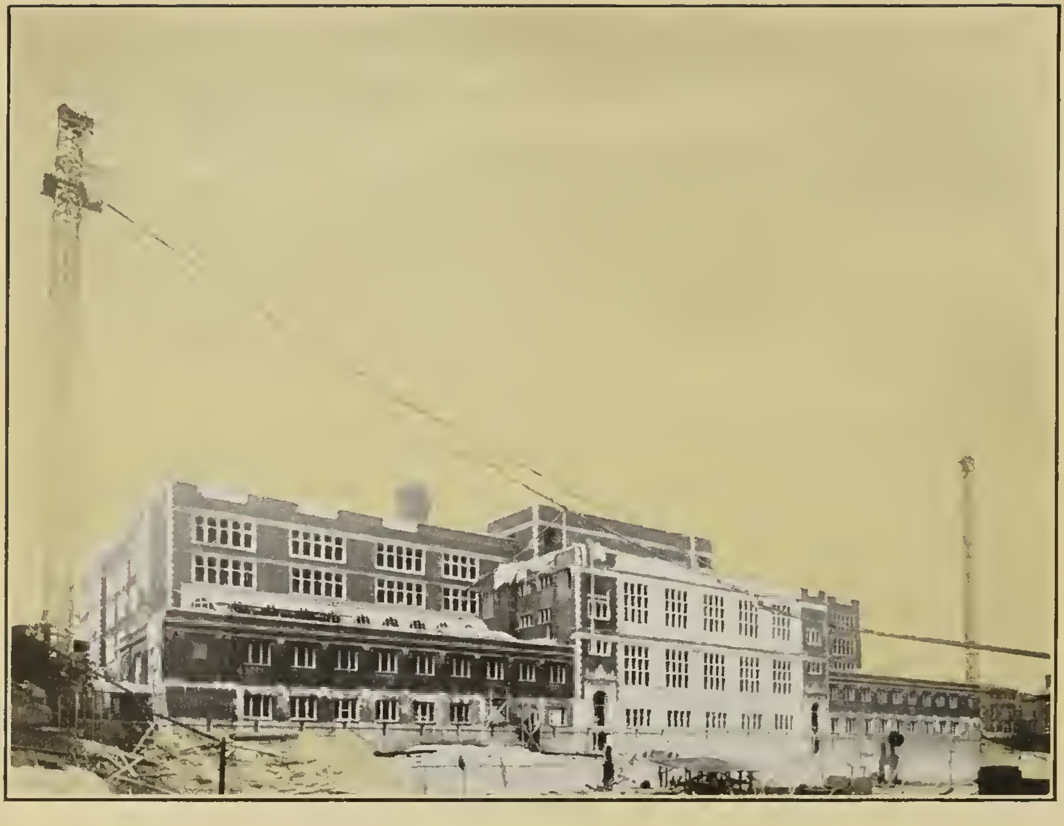
Eastern Shore State Hopsital, Cambridge, Md. Security Portland Cement used throughout. Architects, Parker, Thomas & Rice; contractor, E. D. Springer.

Public Service Building, corner Lexington and Liberty Streets, Baltimore, in the foundations of which Security Portland Cement was used. Architects, Parker, Thomas & Rice; contractors, George A. Fuller Company.

Concrete for permanence; Security, the permanent Portland Cement

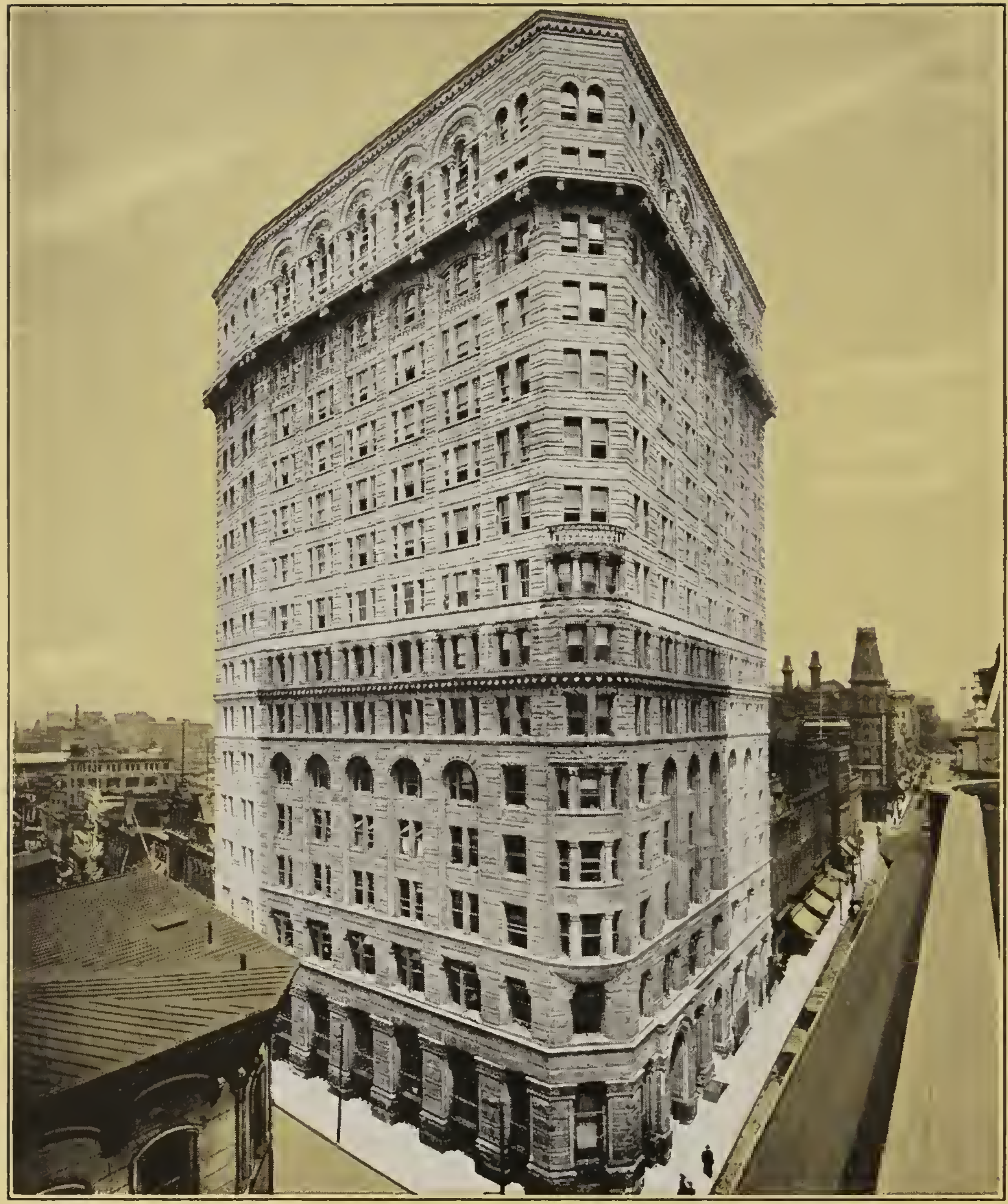
Garrett Building, Baltimore, Md. Security Portland Cement used throughout. Architects, Wyatt & Nolting; contractors, Wells Brothers.

Every Bag Guaranteed



The great Central High School, Washington. D. C. Architects, Snowden Ashford, municipal architect, Washington, D. C., and Wm. B. Ittner & Sons, St. Louis, Mo.; contractors, Wm. Doll & Sons, Cleveland, O. Thirty-five thousand barrels of Security Portland Cement used. Tested by the U. S. Government Laboratories.

Home of the Standard Baking Company, Harrisburg, Pa., in the construction of which 5,000 barrels of Security Portland Cement were used. Designed by L. S. Beardsley, architect and engineer, New York City; M. R. Graupner, owner and supervisor of construction.



The New Fidelity Building, one of Baltimore's largest office buildings, in the construction of which Security Portland Cement was used throughout. Architects, Baldwin & Pennington; contractors, Morrow Bros.

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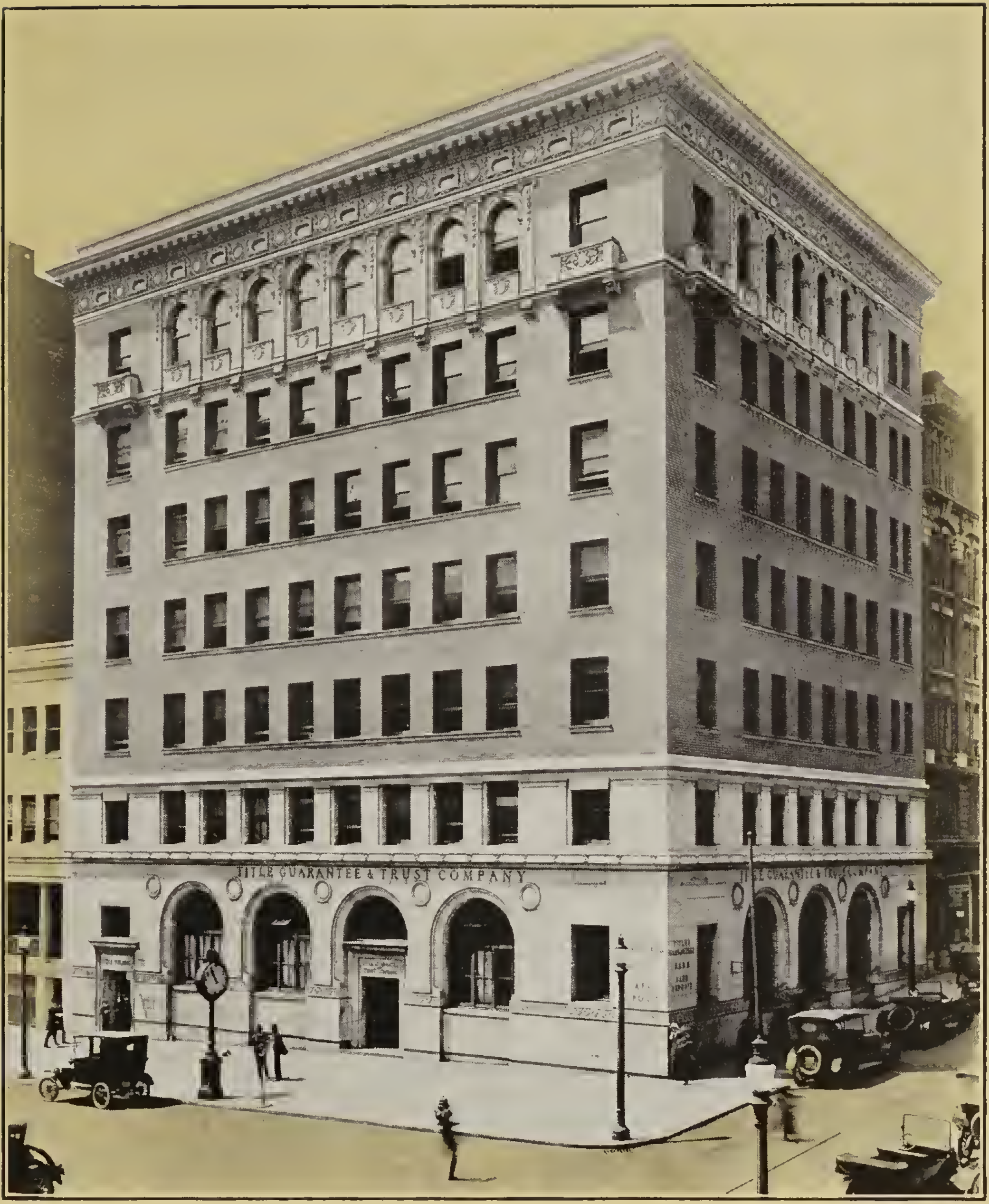
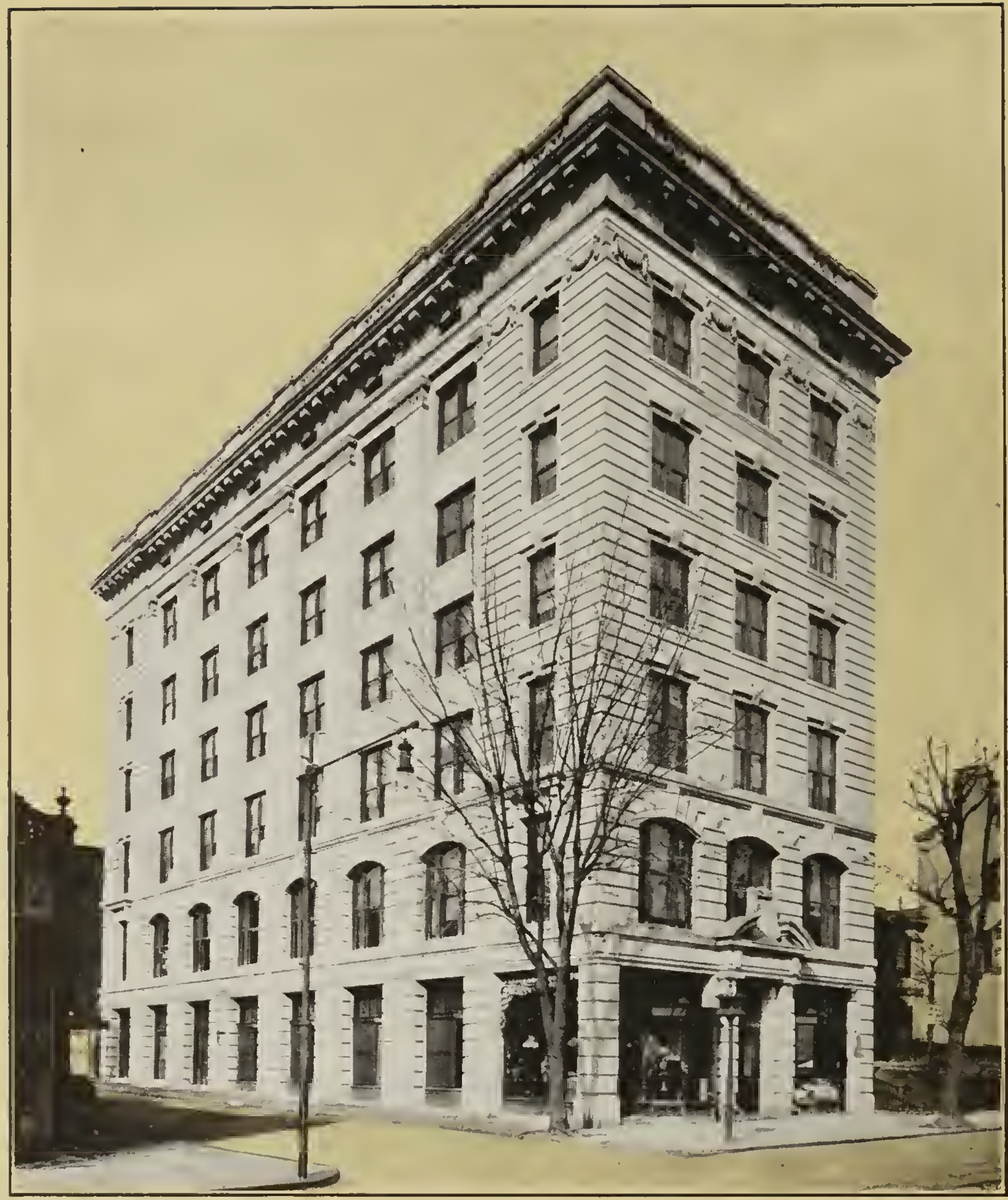
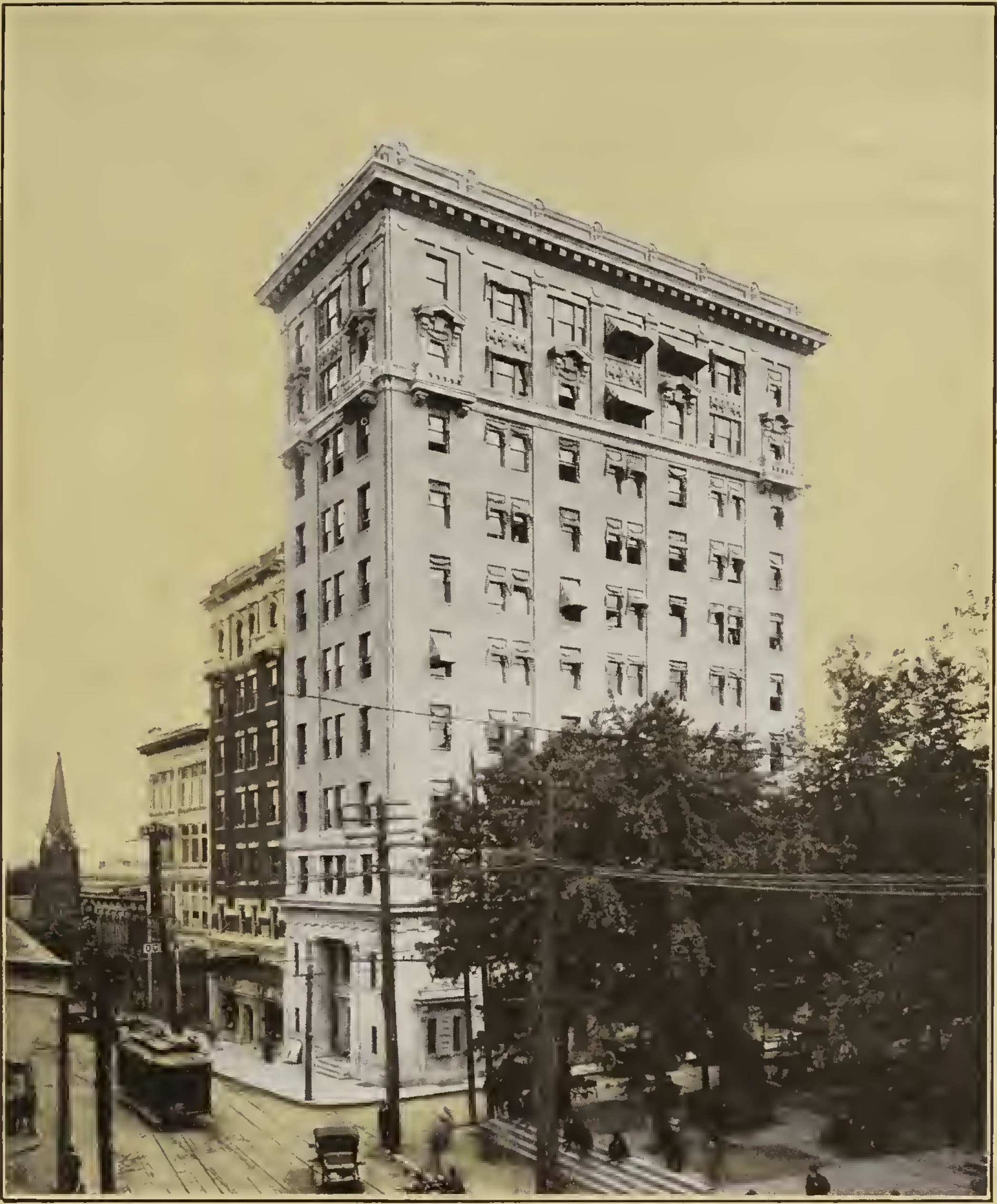


Title Guarantee & Trust Company Building, Baltimore, Md. Security Portland Cement used throughout. Architect, Joseph Evans Sperry; contractors, Wells Bros.

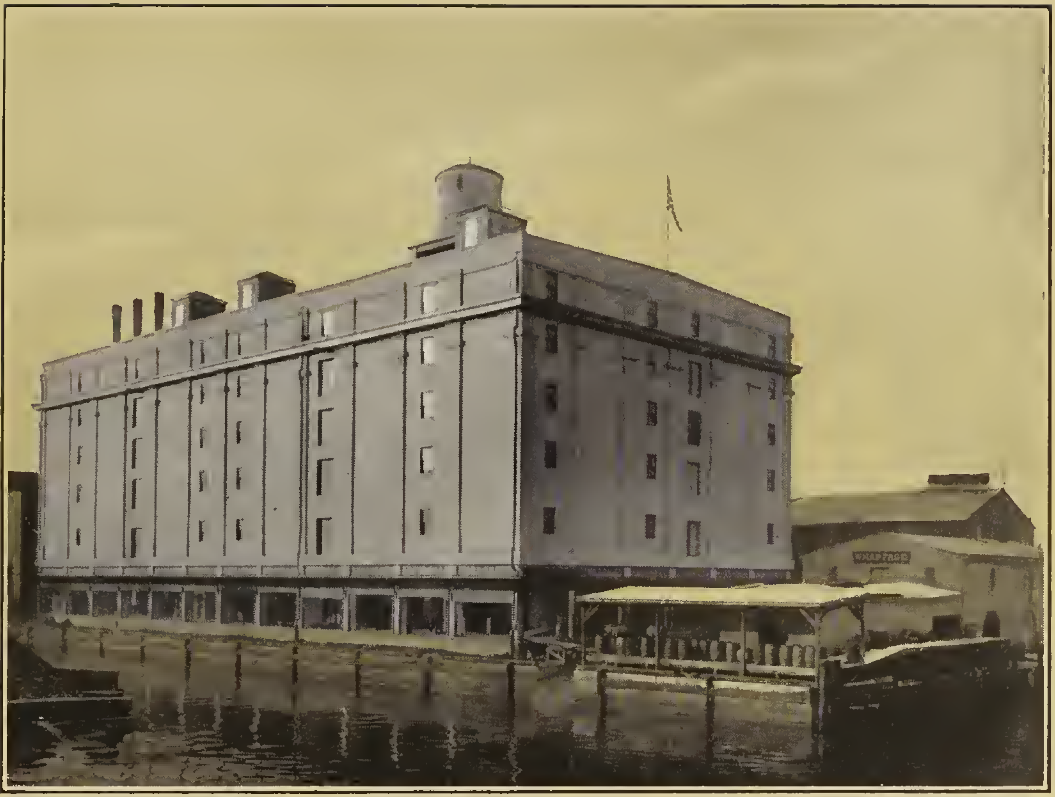


Victor Building, 9th and Grant Streets, N. W., Washington, D. C. Security Portland Cement used throughout. Architect, Appleton P. Clark, Jr.; contractors and builders, S. J. Prescott Co., Inc.

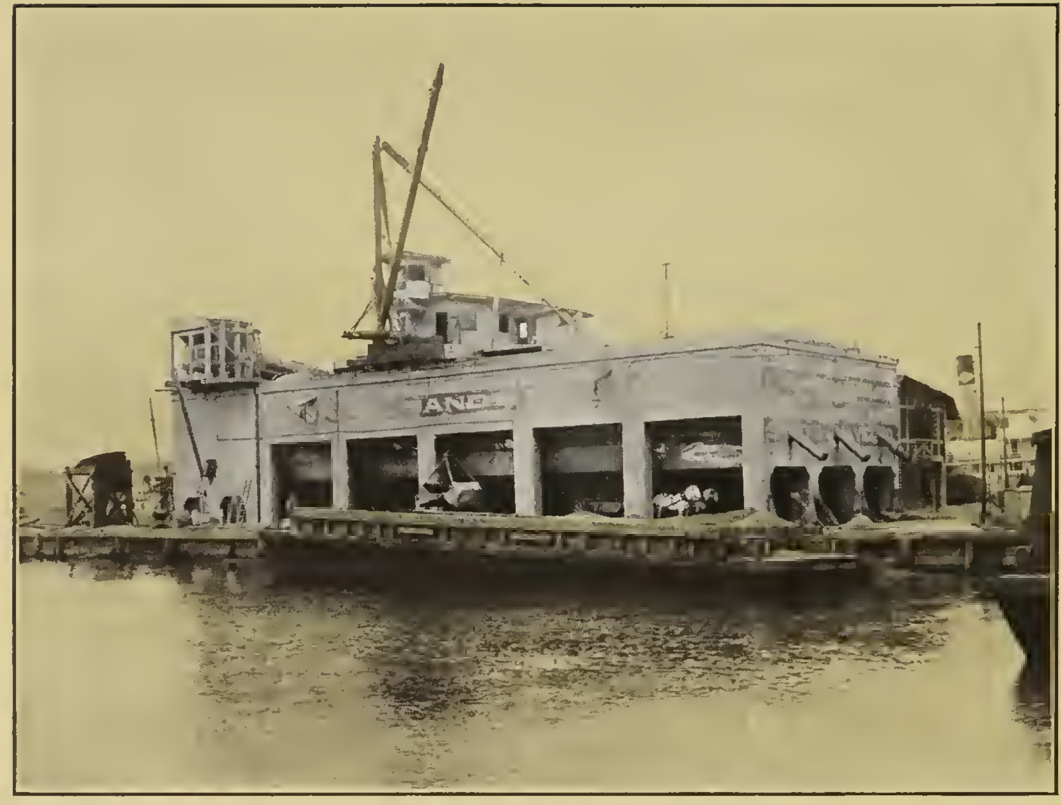


Union National Bank Building, Clarksburg, W. Va. Security Portland Cement used throughout. Architects, Wyatt & Nolting; contractors, Thompson-Starrett Company.

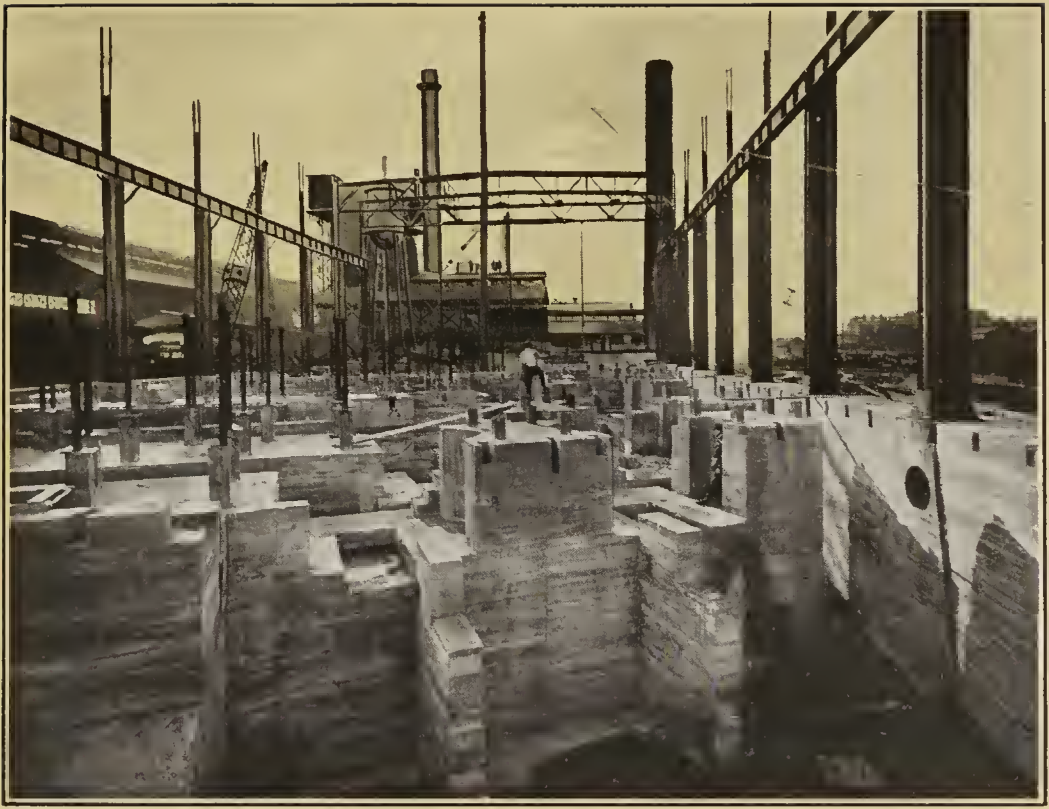
Hillen Warehouse, Baltimore, of the Western Maryland Railway, in which Security Portland Cement was used throughout. Architects, Emory & Nussear; contractors, The Cowan Building Company.



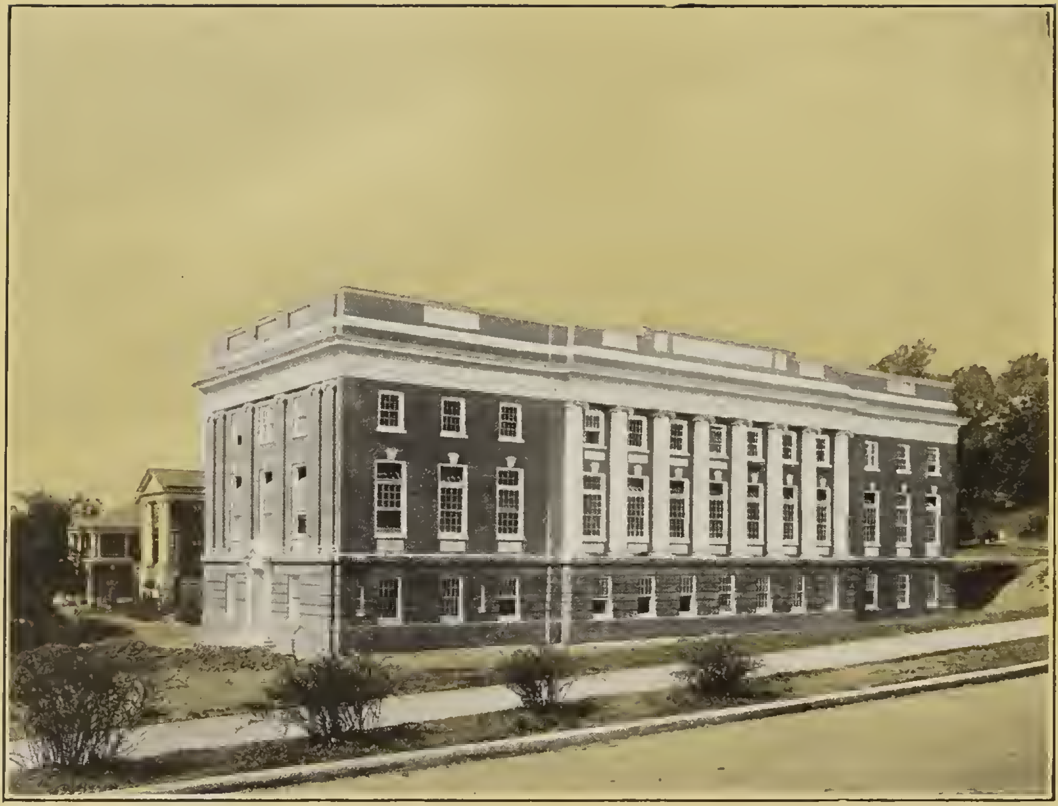
York Street Warehouse, Baltimore, of the Western Maryland Railway Company, in which Security Portland Cement was used throughout. Architects, Emory & Nussear; contractors, The Armored Concrete Construction Co.



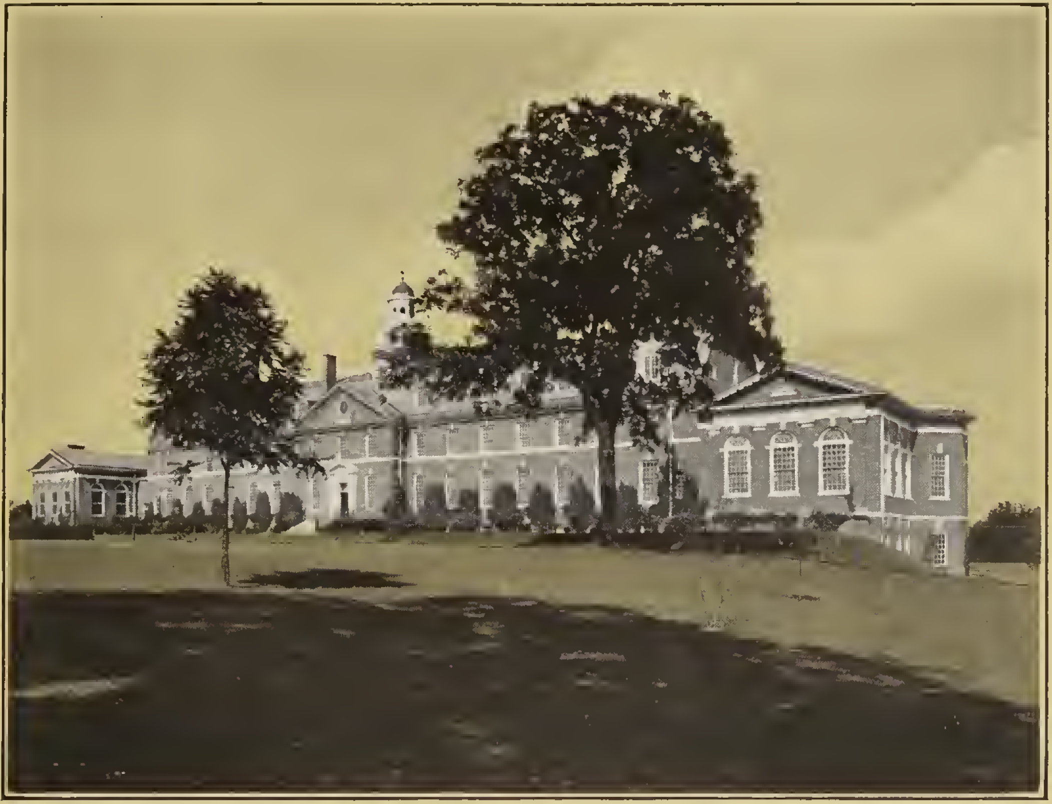
Sand Storage Bins of Arundel Sand & Gravel Company, Baltimore, Md. Security Portland Cement used throughout. Built by Raymond Concrete Pile Co.



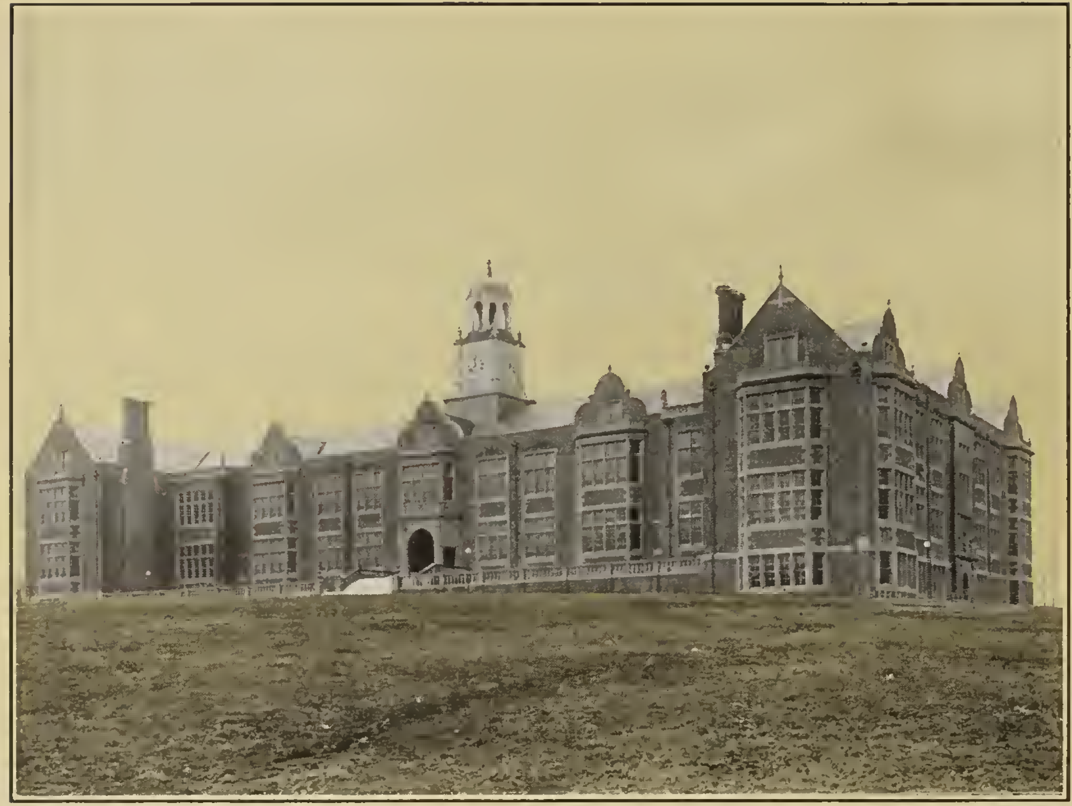
Concrete Foundation for Gas Engines at plant of the Maryland Steel Company, Sparrows Point, Md., in which Security Portland Cement was used. Constructed by the Raymond Concrete Pile Company, contractors and engineers (Mr. K. K. Kirwan, district manager), under the supervision of Mr. Quincy Bent, Assistant to President.



Hospital at University of Virginia, Charlottesville, Va. King Lumber Company, contractors and builders. Walter D. Blair, architect. Security Portland Cement used exclusively.

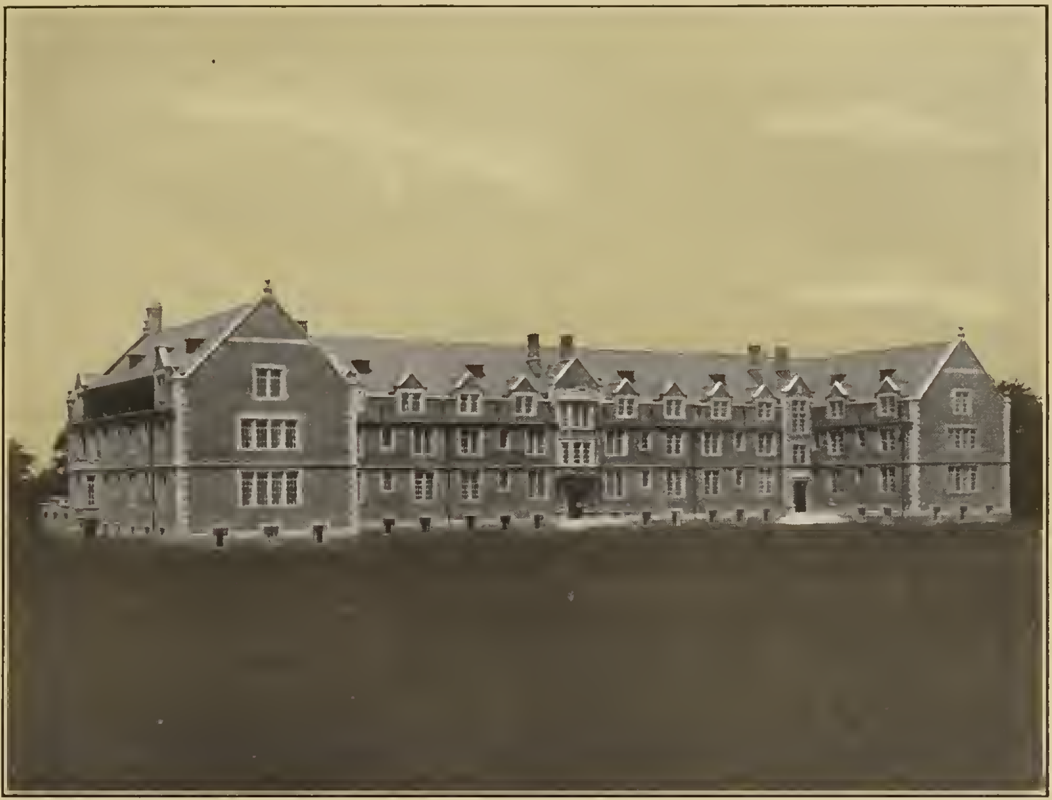


Gilman Country School for Boys, Roland Park, Md. Security Portland Cement used. Architects, Parker, Thomas & Rice; contractors, Edward Brady & Son.

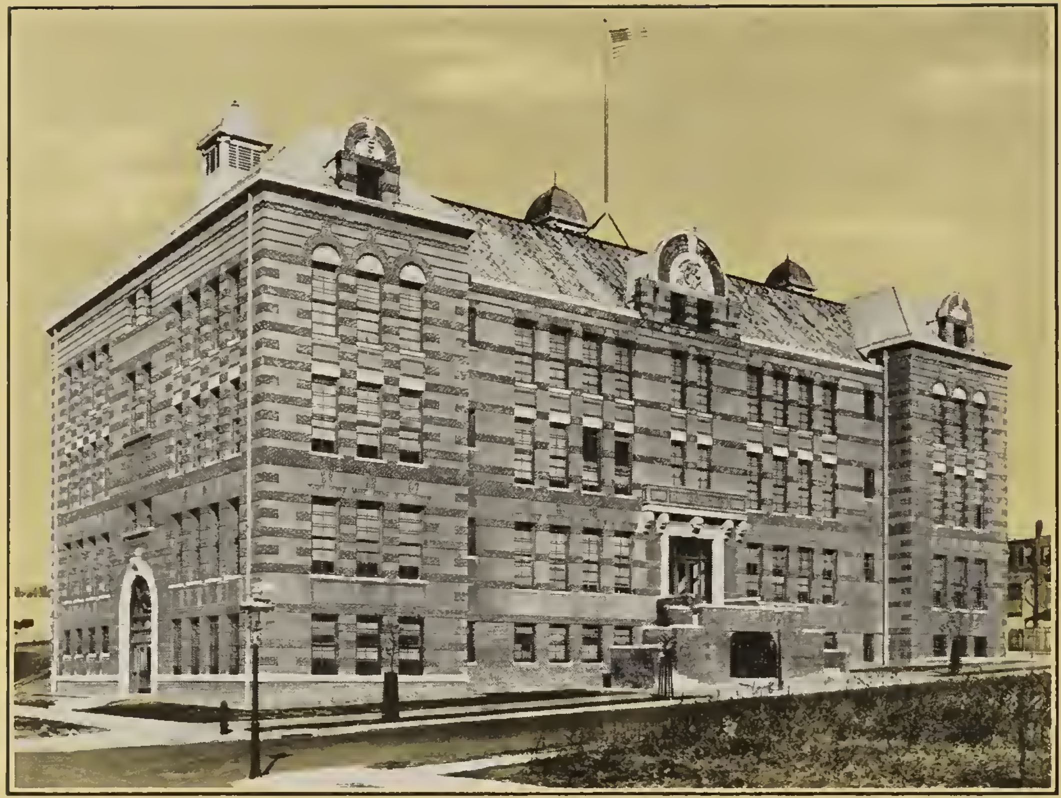


New State Normal School, near Towson, Md., in which Security Portland Cement was used throughout. Architects, Parker, Thomas & Rice; contractors, Morrow Bros.

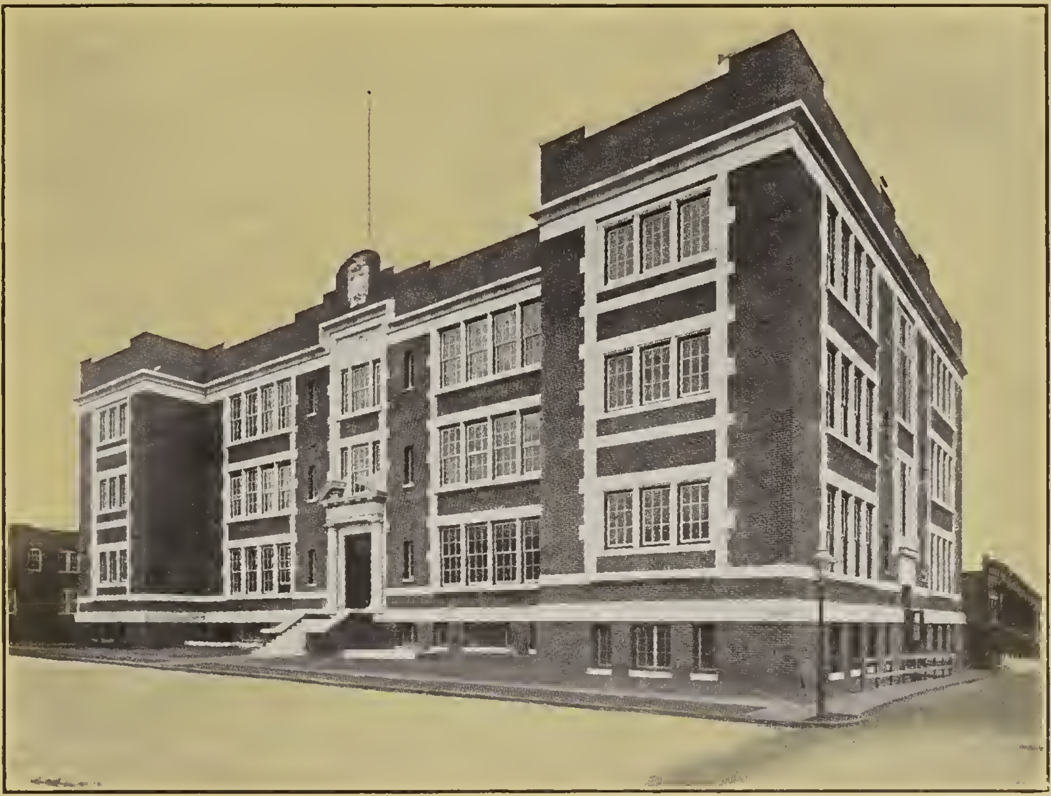
Concrete for permanence: Security, the permanent Portland Cement



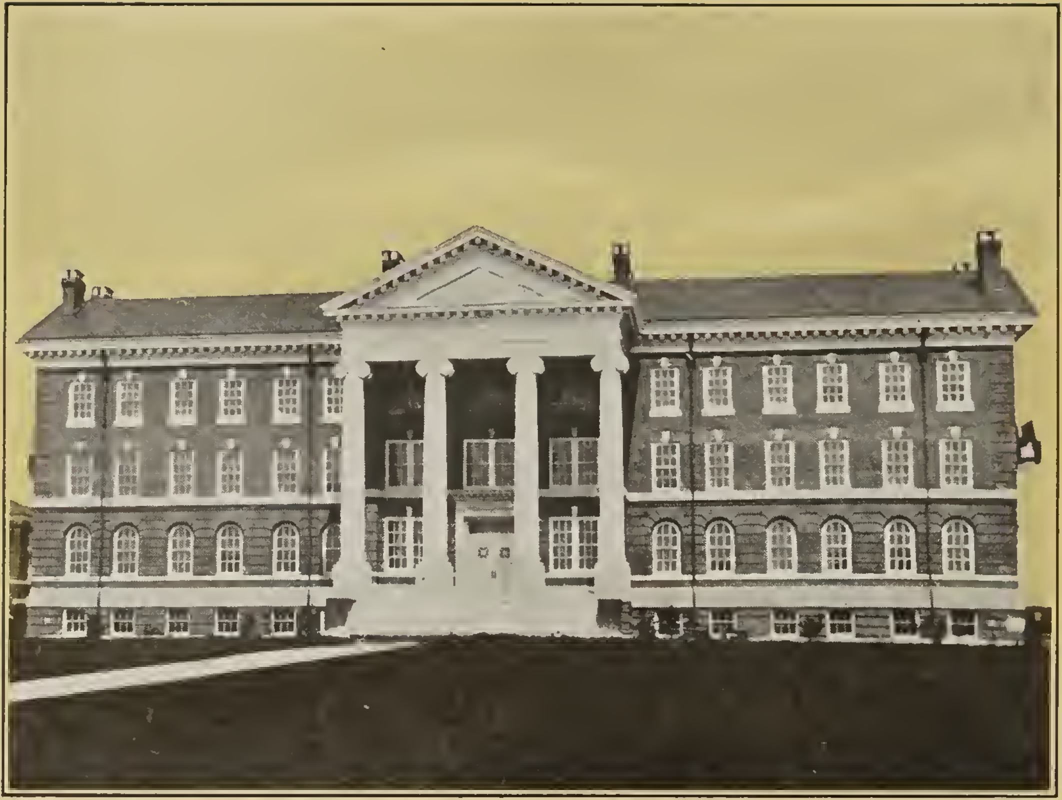
State Normal School Dormitory, near Towson, Md. Security Portland Cement used throughout. Architects, Parker, Thomas & Rice; contractors, Edward Brady & Son.



Reisterstown Road Public School, Baltimore. Security Portland Cement used throughout. Architect, Otto G. Simonson; contractor, David Peoples.

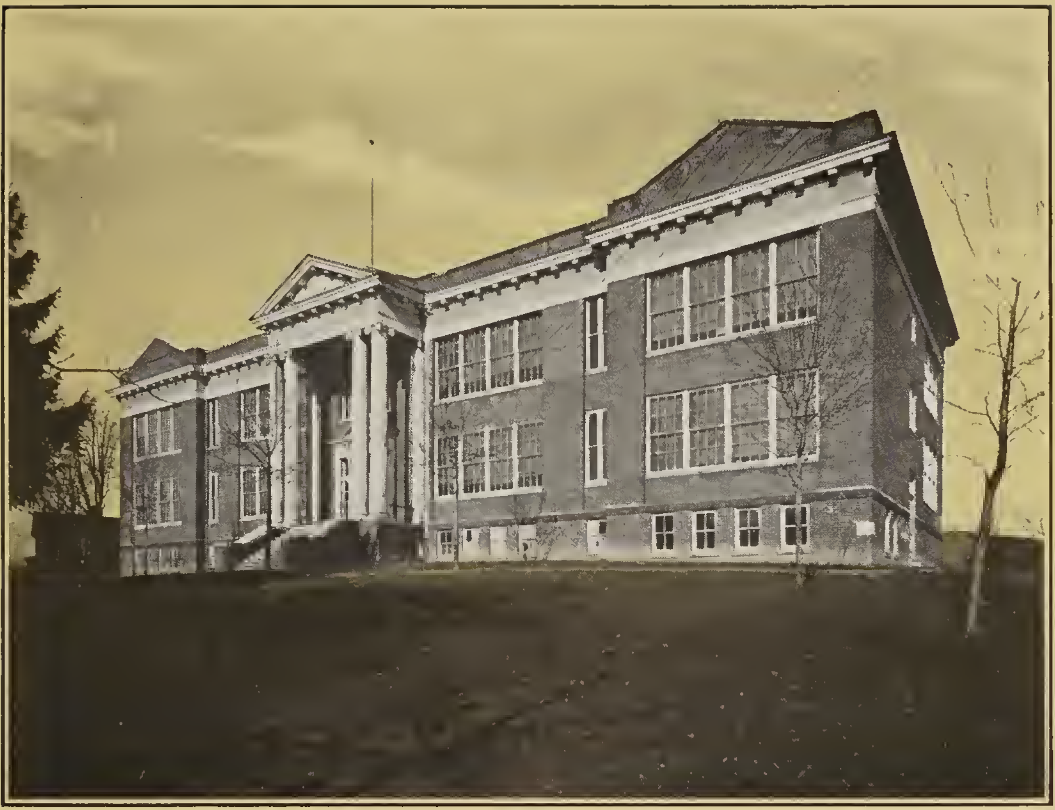


One of Baltimore's splendid new public schools, No. 89. Designed by Theo. W. Pietsch, architect, and built by the Noel Construction Company. Security Portland Cement used.

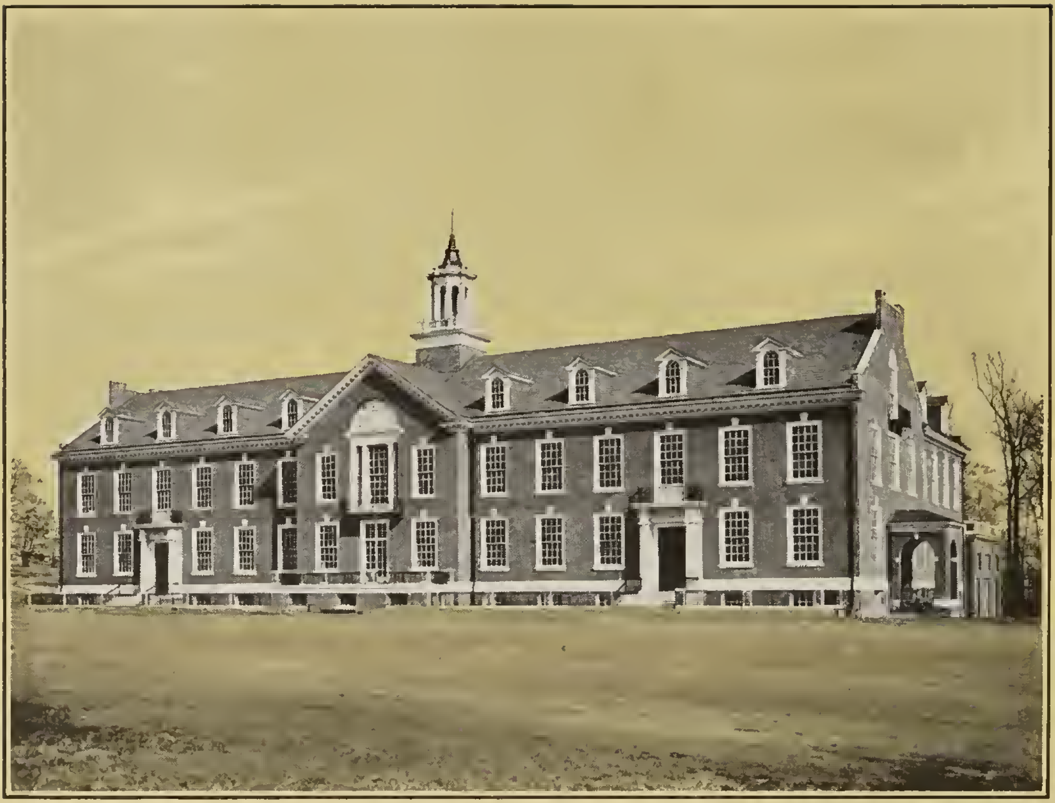


Hood College, Frederick, Md., in which over 3,000 barrels of Security Portland Cement were used. Architect, John B. Homme, York, Pa.; contractor, Lloyd C. Culler, Frederick, Md.

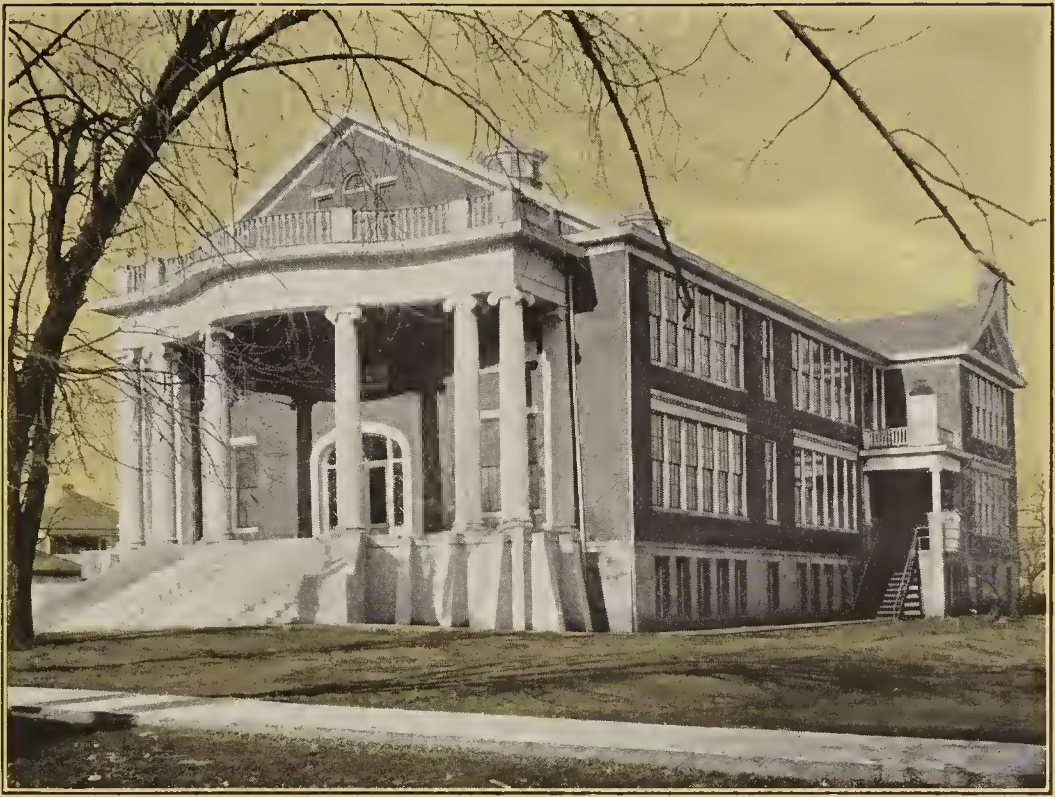
Concrete for permanence; Security, the permanent Portland Cement



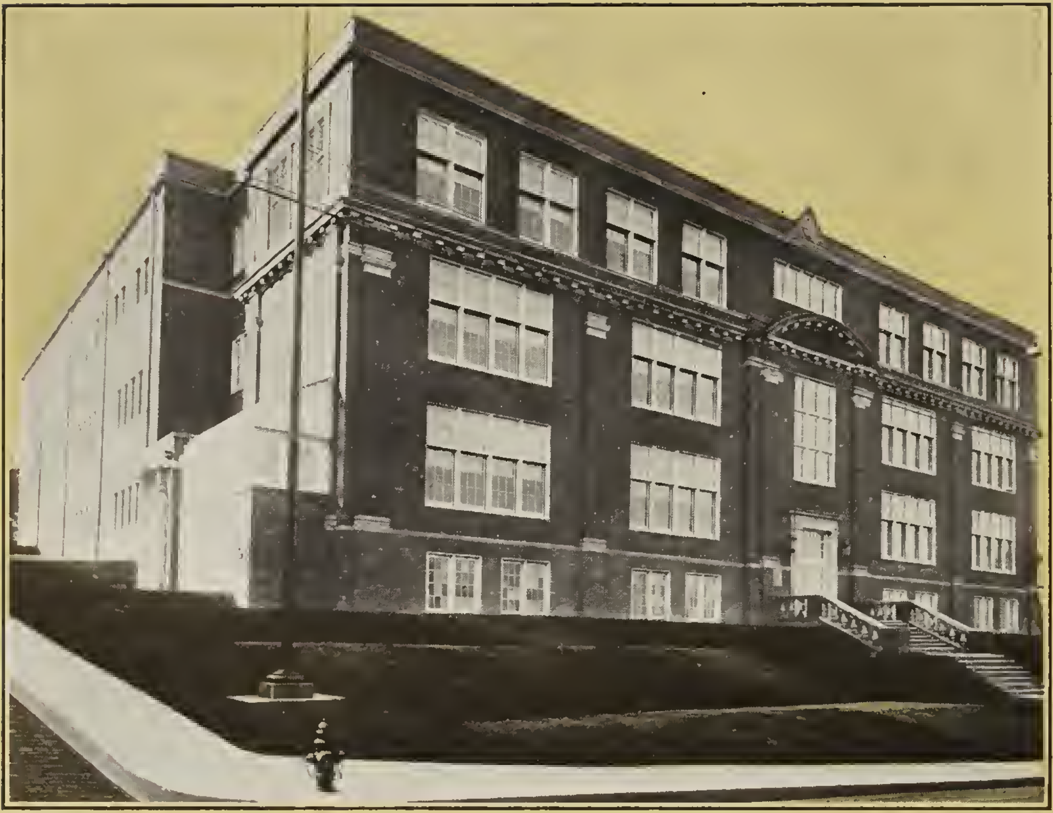
High School Building at Graham, Tazewell County, Virginia, in which Security Portland Cement was used throughout. Architect, G. R. Ragan, Roanoke, Va. Constructed by T. K. Leedy & Co., Graham, Va.



Engineering Building, one of the group of large buildings being constructed at Homewood, the new home of Johns Hopkins University. Security Portland Cement used. Architect, Joseph Evans Sperry; contractors, B. F. Bennett Building Company.

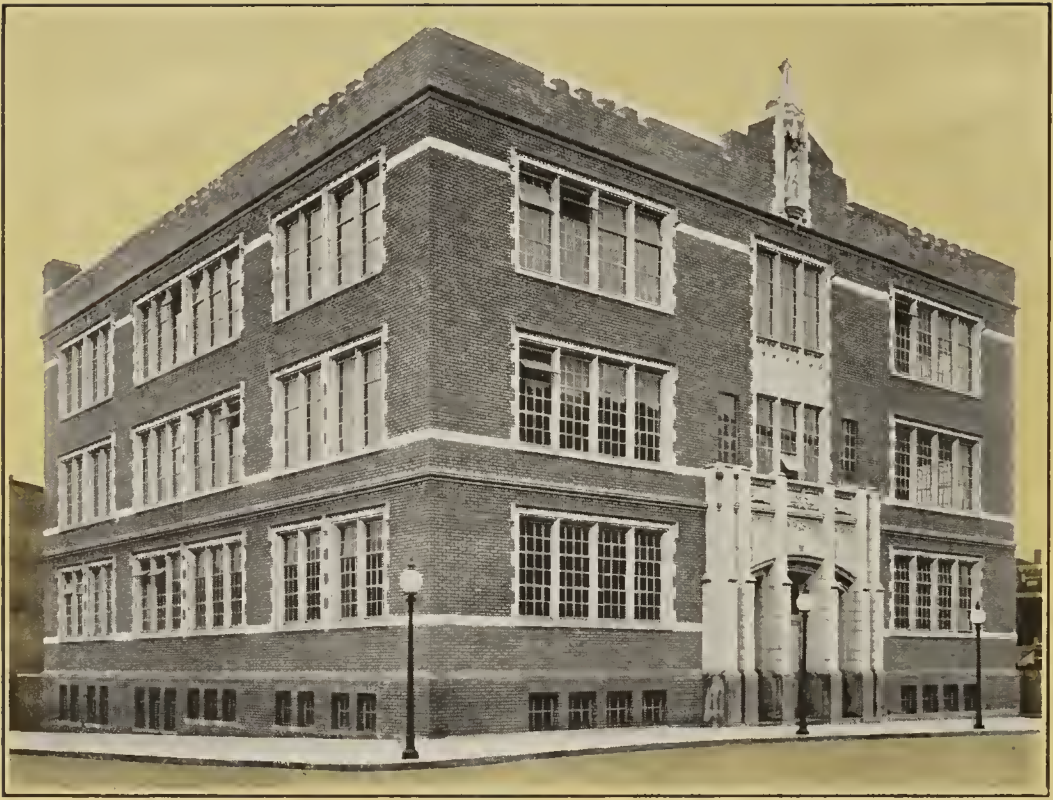


High School at Front Royal, Va., in which Security Portland Cement was used throughout. Architect, H. C. Lincomb, Winston-Salem, N.C.; contractors, Haynes Bros., Chatham, Va.



Washington Irving High School, Clarksburg, W. Va., in which 3,600 barrels of Security Portland Cement were used. Architects, Wm. B. Ittner & Sons, St. Louis, Mo.; contractors, Hiram Lloyd Building & Construction Co., St. Louis, Mo.

Vinton High School, Vinton, Va., in which Security Portland Cement was used throughout. Architect, G. R. Ragan, Roanoke, Va.; contractor, O. M. Dickinson, Vinton, Va.



St. Mary's Star of the Sea School, Baltimore, in which Security Portland Cement was used throughout. Architects, Murphy & Olmstead, Washington, D. C.; builders, C. J. Cassidy Company.

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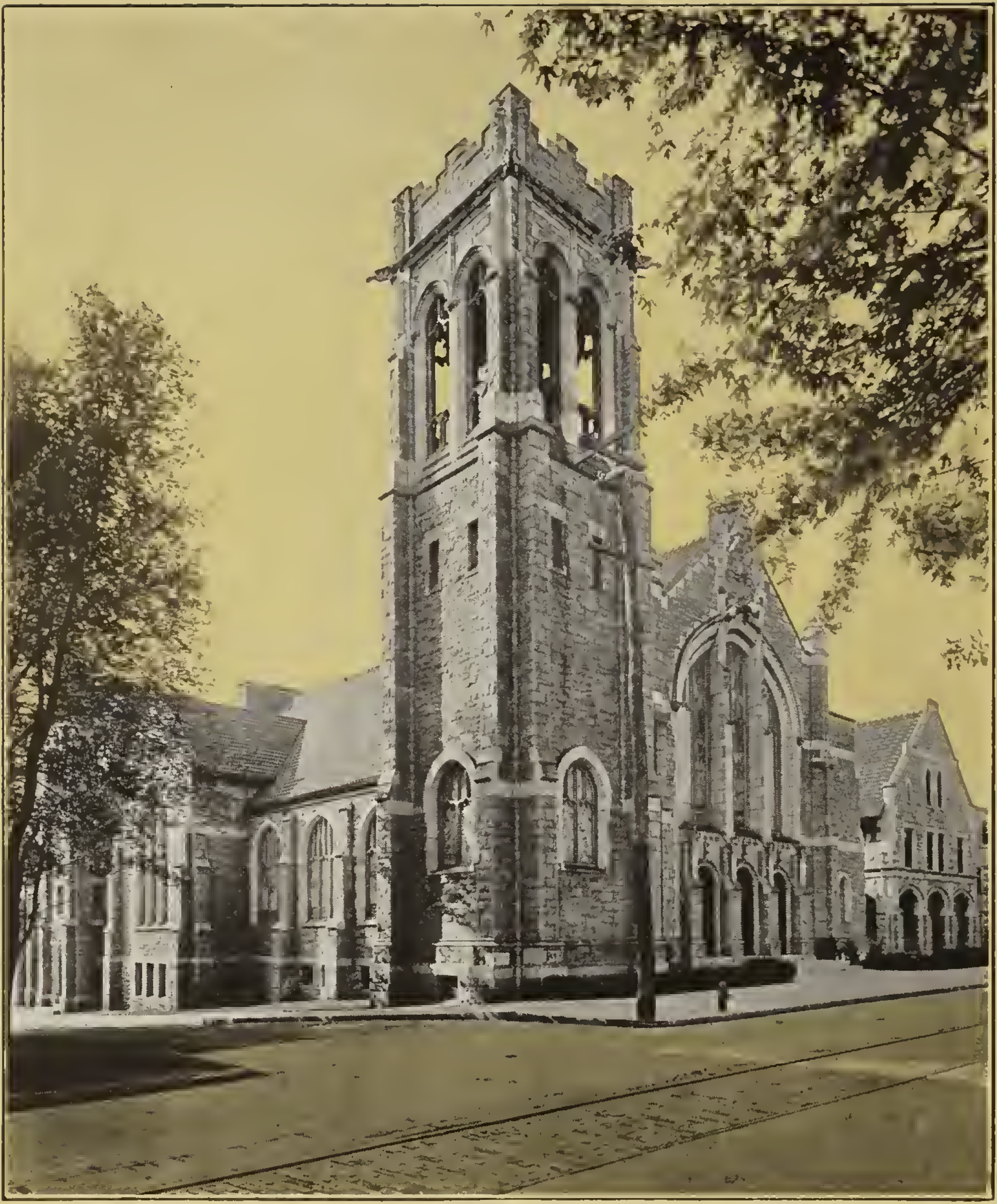
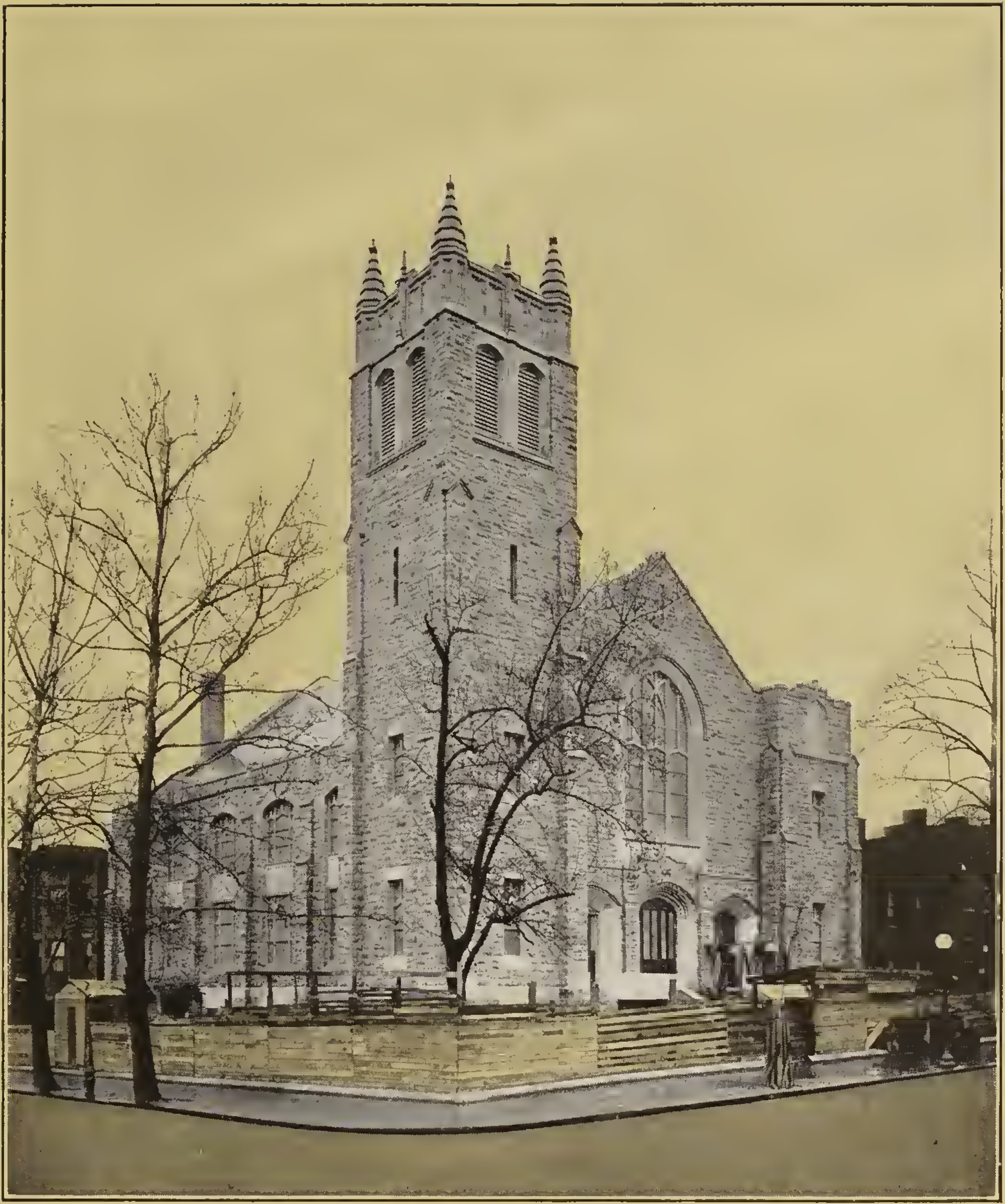
Massanutten Academy Dormitory, Woodstock, Va. Security Portland Cement used throughout. Architects, Holmboe & Lafferty, Clarksburg, W. Va.; contractors, Glaize & Bro., Winchester, Va.

High School, Elkins, W. Va., in which Security Portland Cement was used throughout. Architect, Frank L. Packard, Columbus, Ohio; contractors, King Lumber Co., Charlottesville, Va.

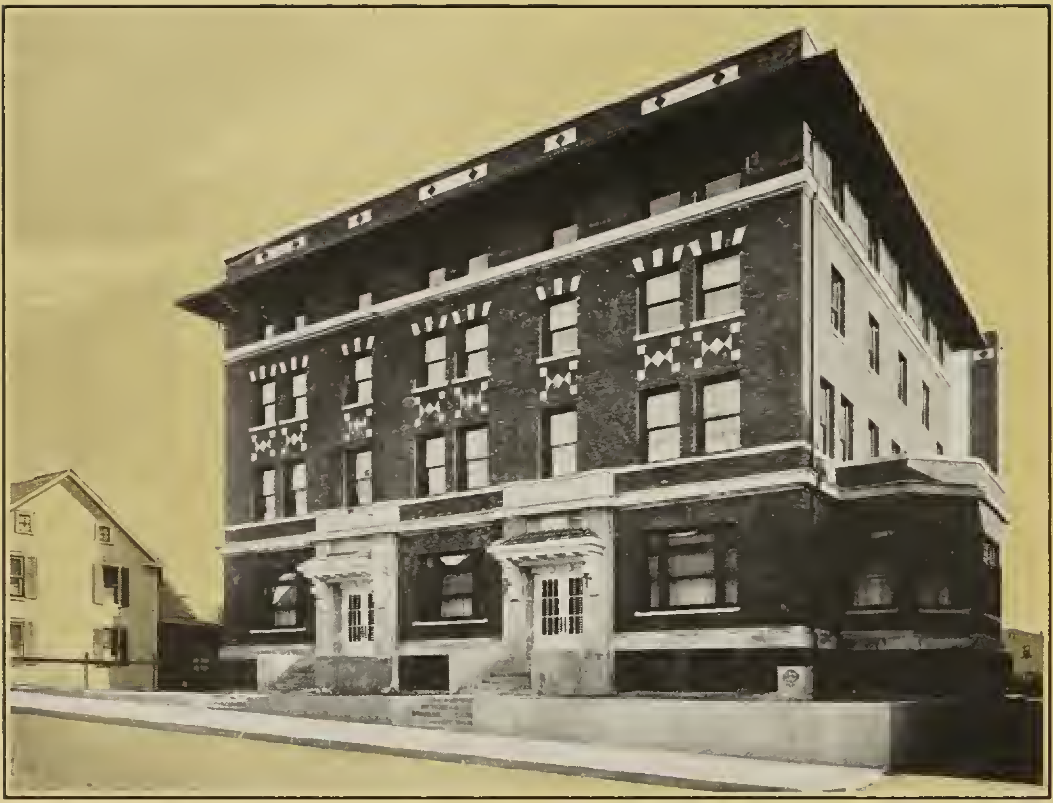
Apartments, corner Wyoming and Connecticut Avenues, N. W., Washington, D. C., in which Security Portland Cement was used throughout. Architects, Hunter & Bell. Builder and owner, Mr. Bates Warren.



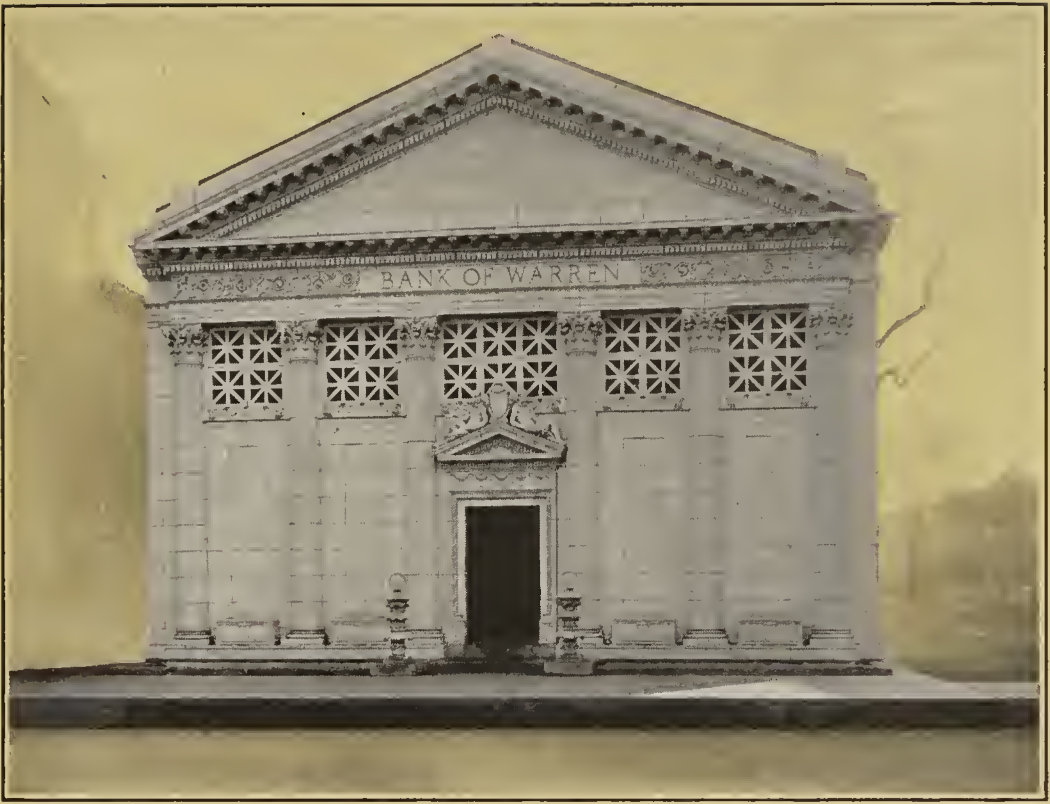
Trinity Lutheran Church, Hagertsown, Md. Security Portland Cement used exclusively. Architect, A. A. Richter, Reading, Pa.; contractor, Mark. T Wells, Philadelphia, Pa.



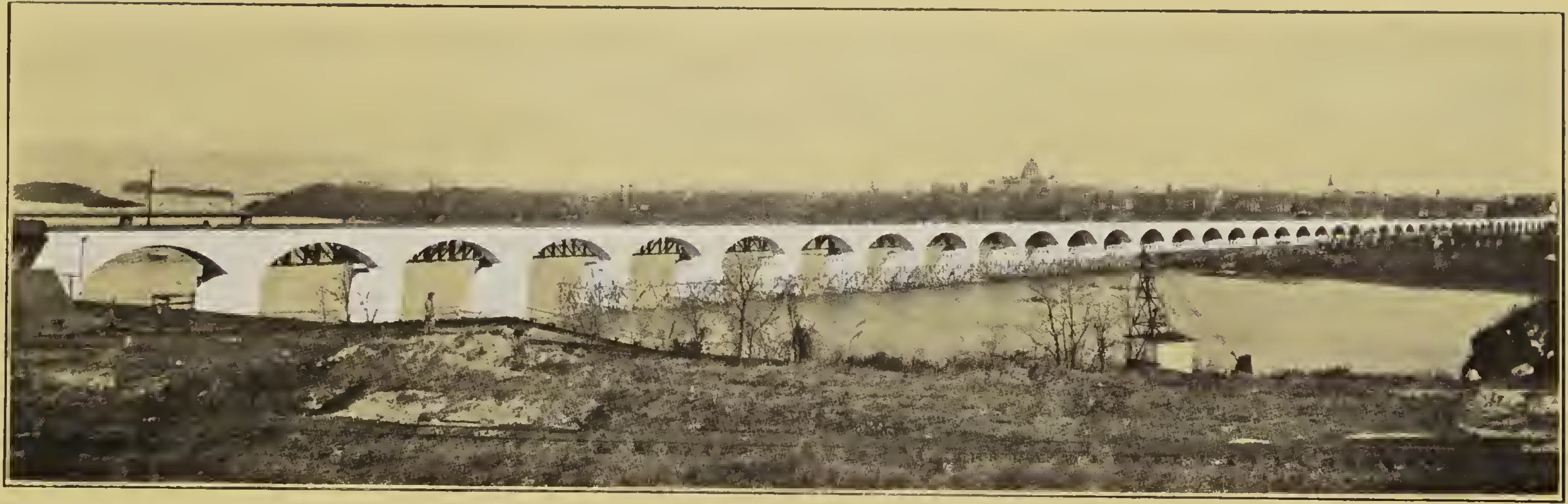
M. E. Church, corner 11th and K Streets, N. W., Washington, D. C., in which Security Portland Cement was used throughout. S. J. Prescott Company, Builders.



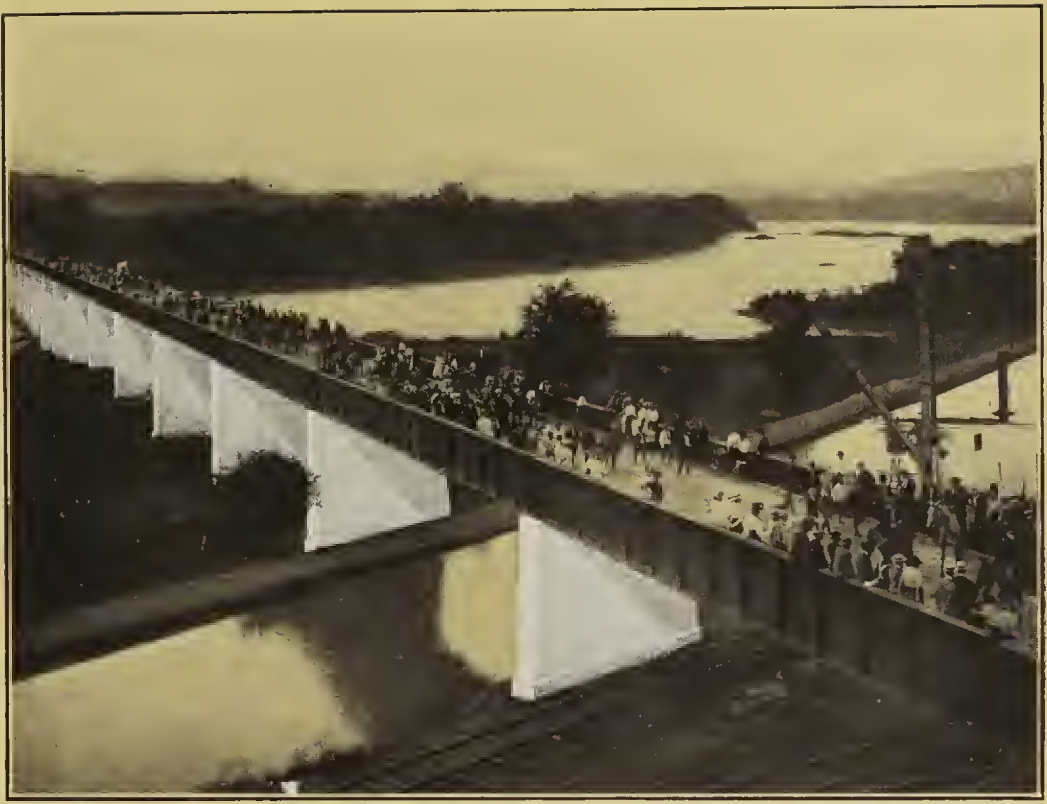
Y. M. C. A. Building, Waynesboro, Pa., in which 2,000 barrels of Security Portland Cement were used. Architects, Shattuck & Hussey, Chicago, Ill.; contractor, A. R. Warren, Waynesboro, Pa.; sub-contractor, H. M. Gearhart, Waynesboro, Pa.



Bank of Warren, Front Royal, Va. John T. Sloane, Front Royal, Va., architect and contractor. Security Portland Cement was used throughout.



New Double Track Concrete Bridge of Cumberland Valley Railroad over Susquehanna, at Harrisburg, Pa. Over one mile in length. In this bridge over one-third of the material used was supplied by the plants of the Security Cement & Lime Company. Thomas B. Kennedy, engineer; Crosby Tappan, engineer of construction; Robert Grace Contracting Co., builders.



Williamsport Bridge, Williamsport, Md., on a May Day. Security Portland Cement used throughout. Engineer, Mason D. Pratt; contractors, Elmore & Hamilton.

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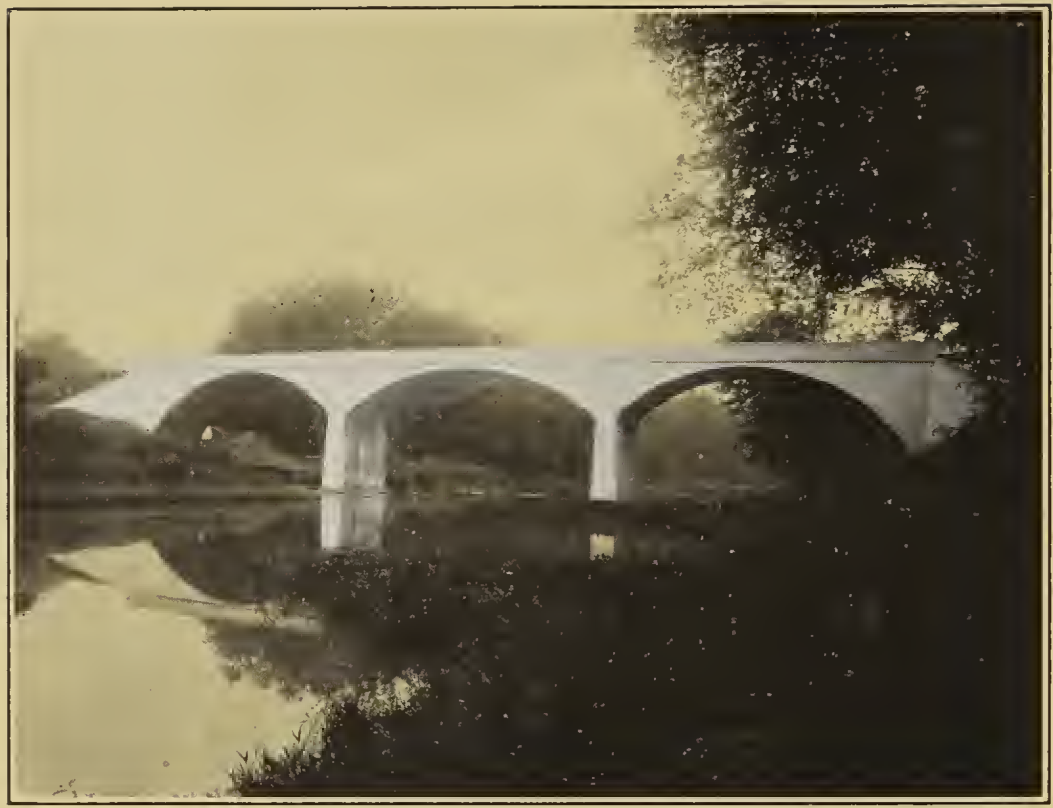
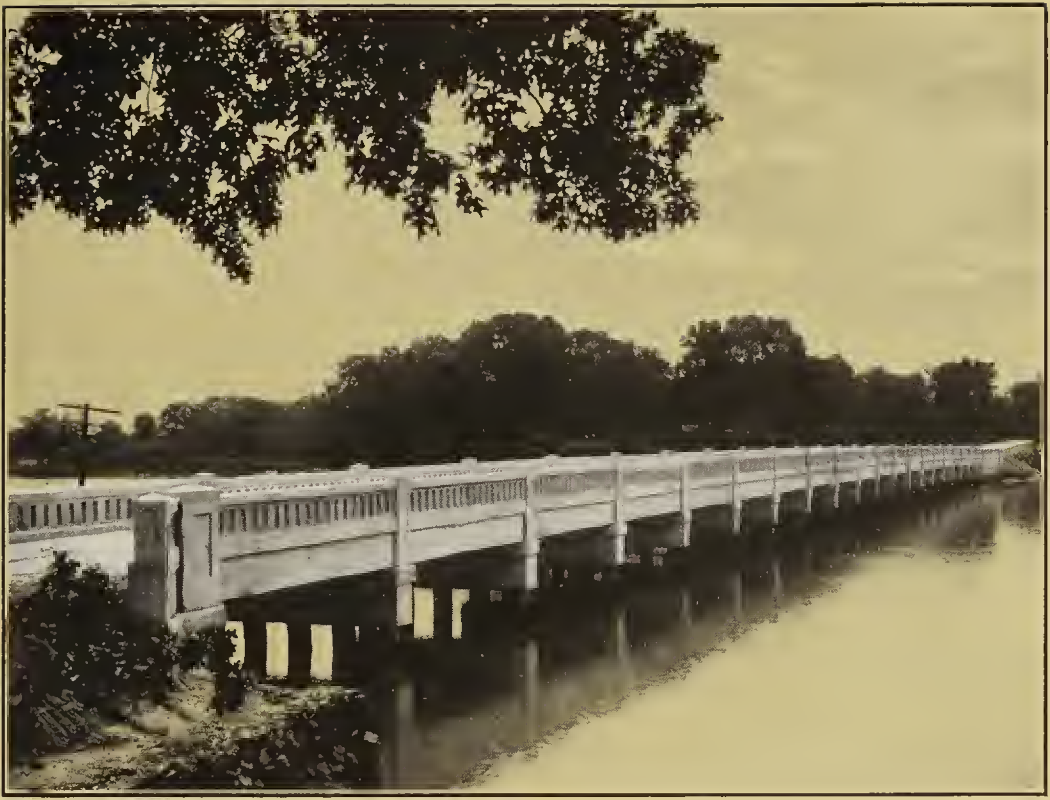
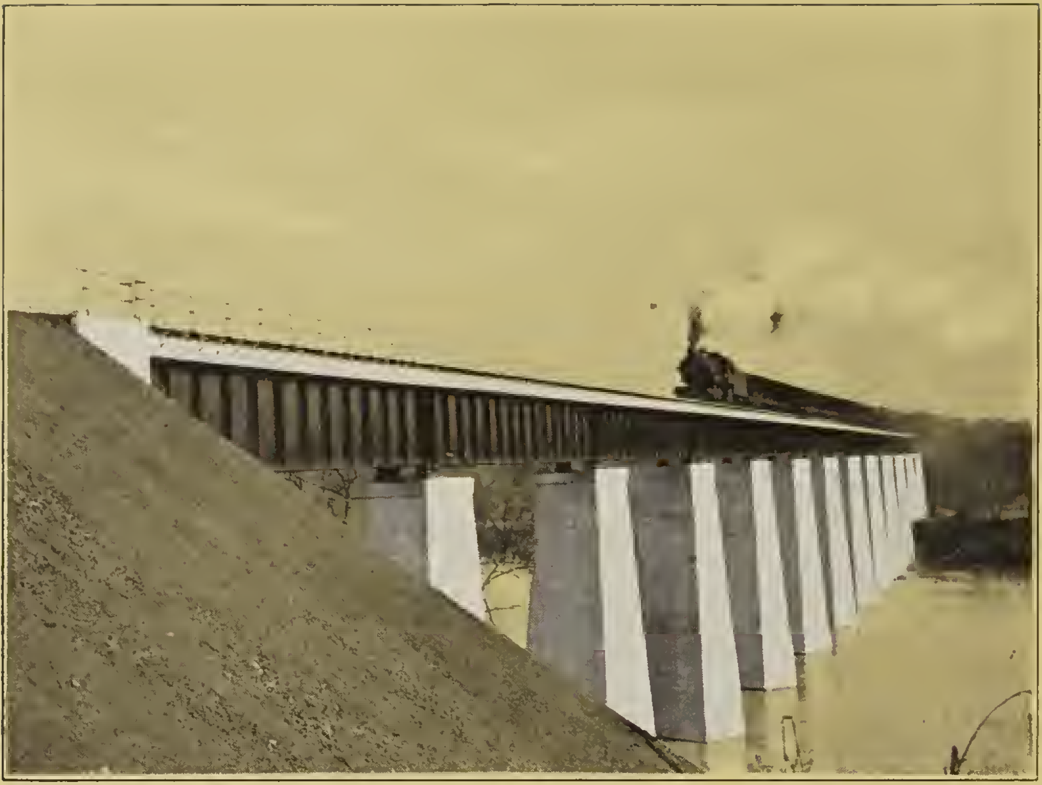


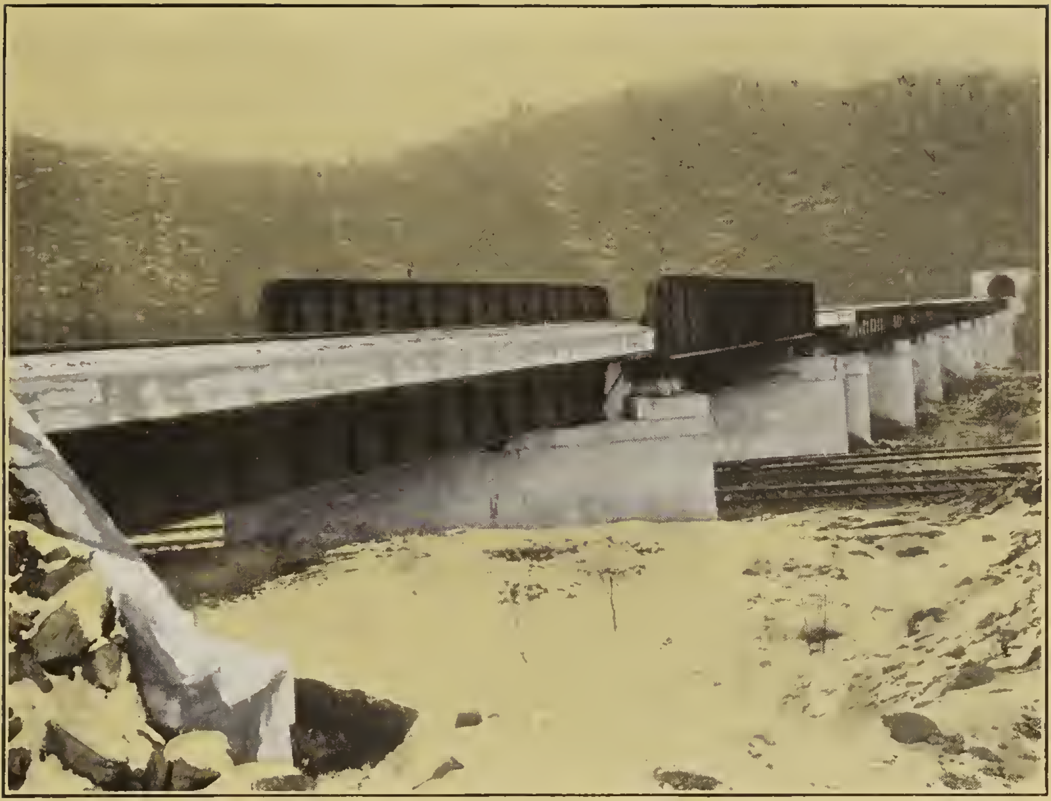
Rocky Ford Bridge, Tyler County, W. Va. 55-foot spans and 16-foot roadway. Security Portland Cement was used throughout. Built by the Luten Bridge Co., engineers and contractors, York, Pa.



Peach Blossom Bridge, near Easton, Md. Built of concrete; Security Portland Cement used throughout. Built by S. P. Angle, Hagerstown, Md., under the supervision of H. G. Shirley, chief engineer of Maryland State Highways Commission.



Bridge on Cumberland Valley Railroad over Potomac River, in which Security Portland Cement was used. Thomas B. Kennedy, engineer; contractor, Thomas Sheahan, Hagerstown, Md.



B. & O. Bridge at Kesslers Curve near Paw Paw, W. Va., and part of the famous "Magnolia Cut-off," in which about 15,000 barrels of Security Portland Cement were used. Built by the Sheesley-Janney Contracting Co.

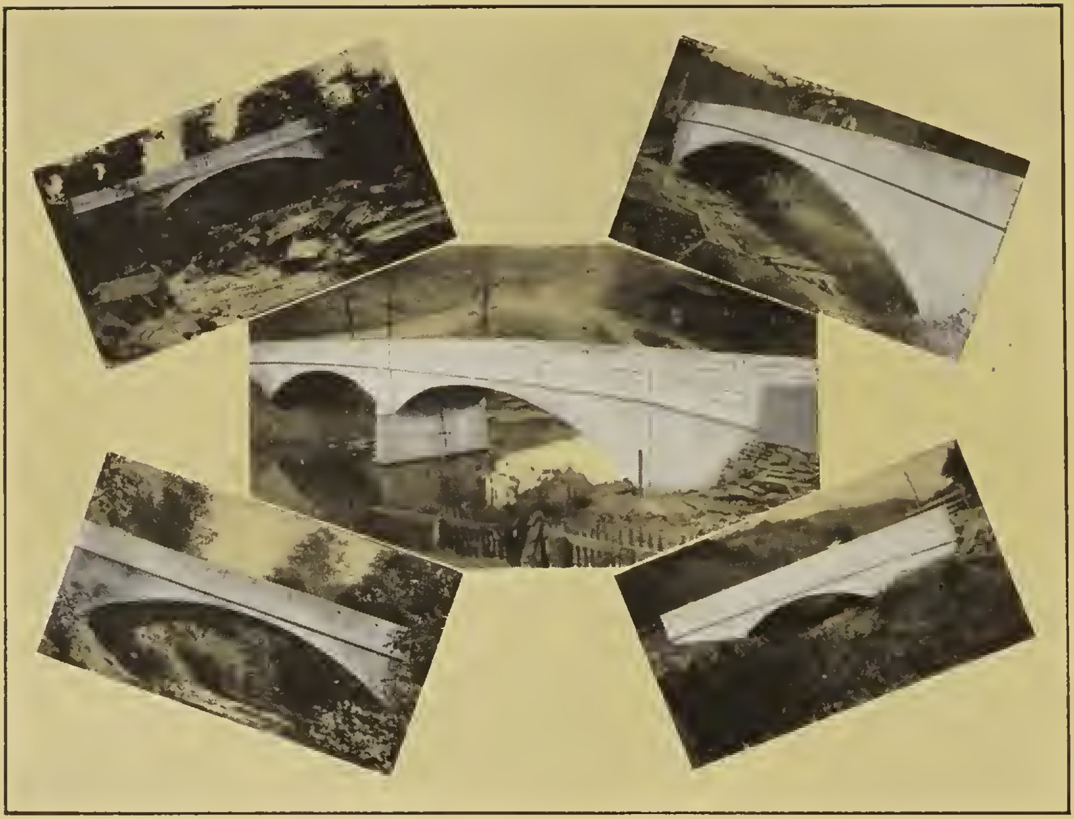
1. Miles River Bridge near Easton, Md. Built by Raymond Concrete Pile Co. (K. K. Kirwan, district manager), under supervision of H. G. Shirley, chief engineer of Maryland State Highways Commission.

2. College Creek Bridge, Annapolis, Md. Built by McLean Construction Co., under Maryland State Highways Commission supervision.

Security Portland Cement used.

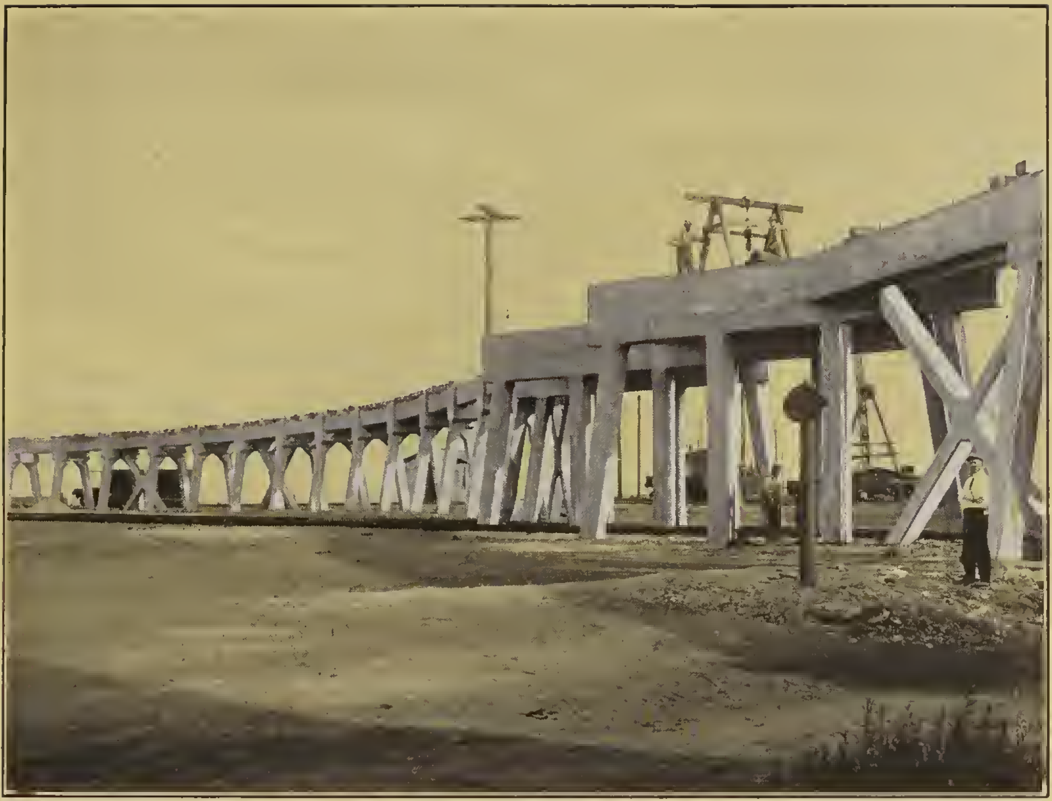
1. Pennsylvania Avenue Bridge across Rock Creek, Washington, D. C., in which over 6,000 barrels of Security Portland Cement were used. Designed by B. E. McComb, Superintendent of Highways and Bridges, Washington, D. C. Built by Hardaway Contracting Co.

2. Fourth Street Bridge, over Elk Creek, Clarksburg, W. Va. Security Portland Cement used throughout. Designed and built by the Luten Bridge Company, contractors.

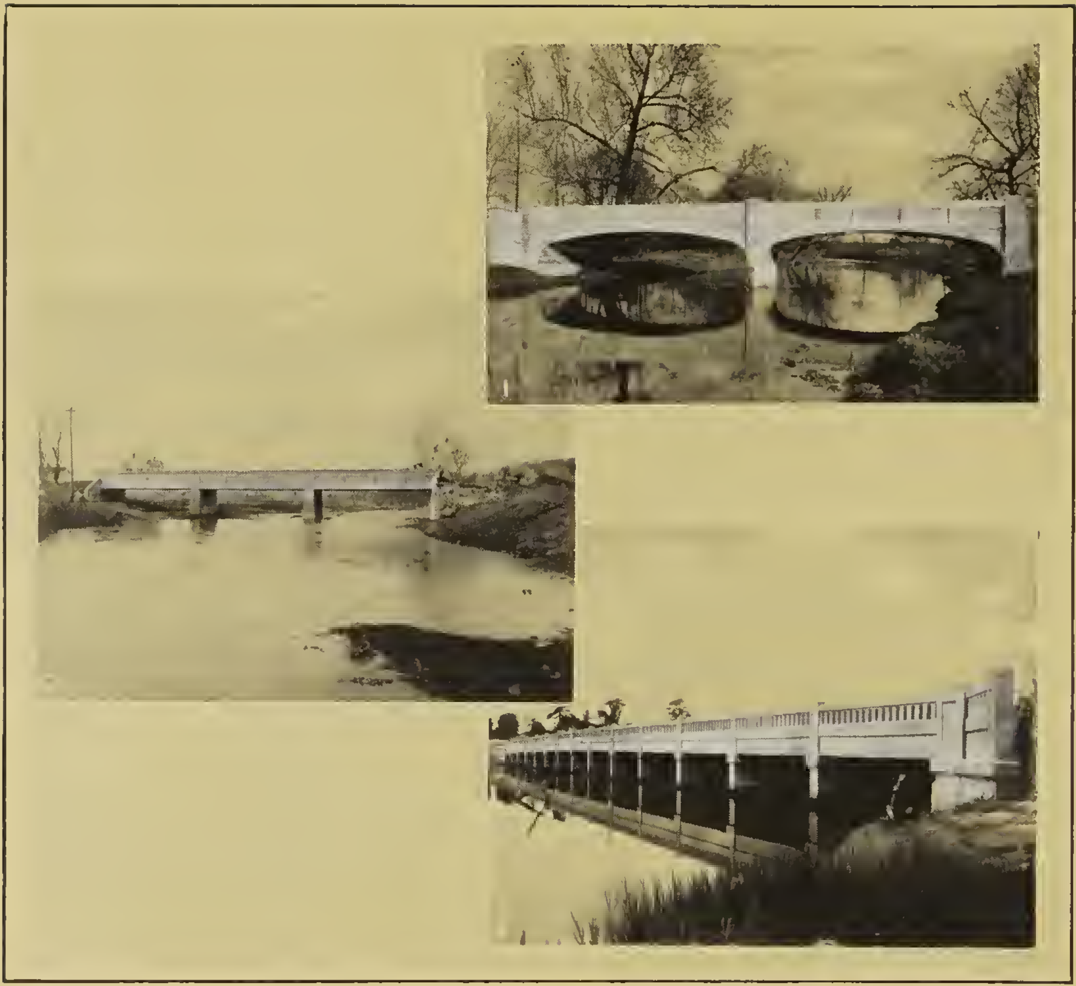


Five Highway and Street Bridges in which Security Portland Cement was used throughout. Designed and built by the Concrete Steel Bridge Company, Clarksburg, W. Va.

Concrete for permanence; Security, the permanent Portland Cement

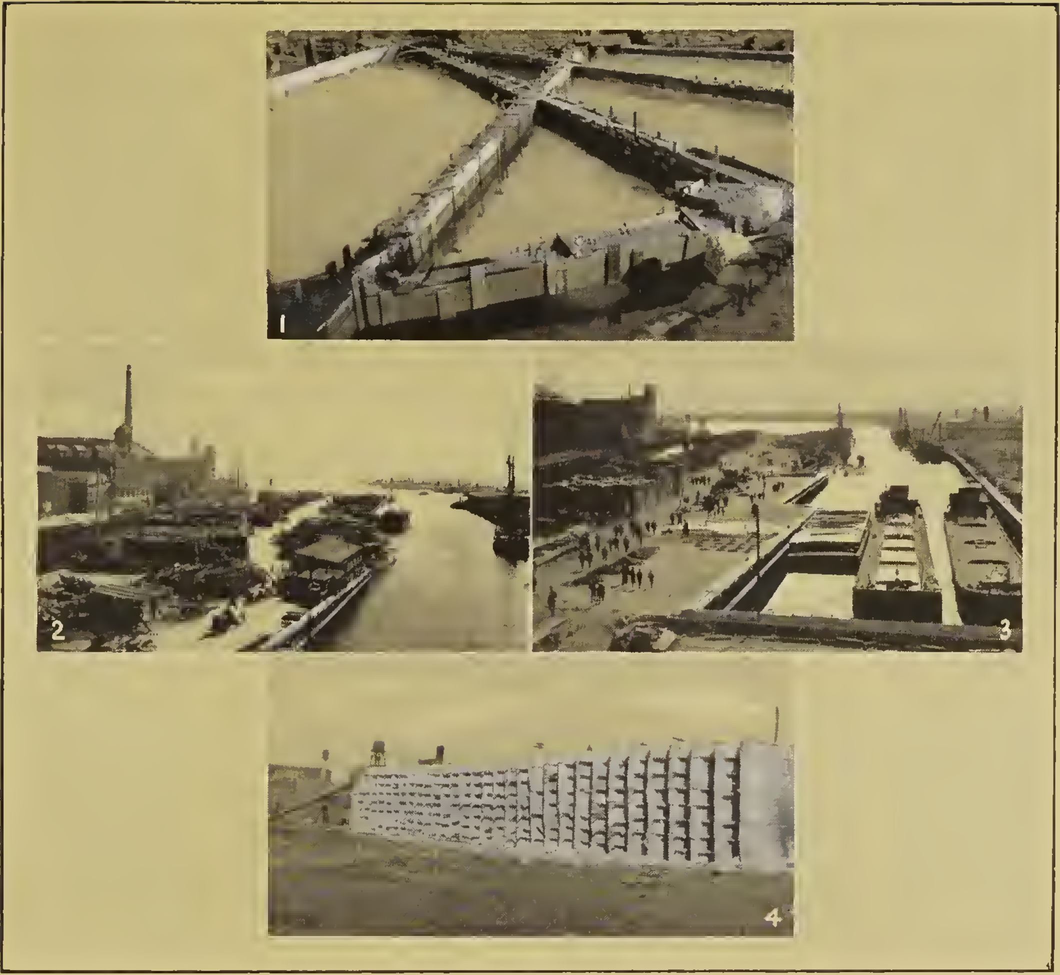


Reinforced Concrete Trestle, Maryland Steel Company, Sparrows Point, Md. One of the first reinforced concrete trestles ever built. Designed and built by the Raymond Concrete Pile Company (K. K. Kirwan, district manager). Security Portland Cement was used throughout.



Bridges in which Security Portland Cement was used throughout:

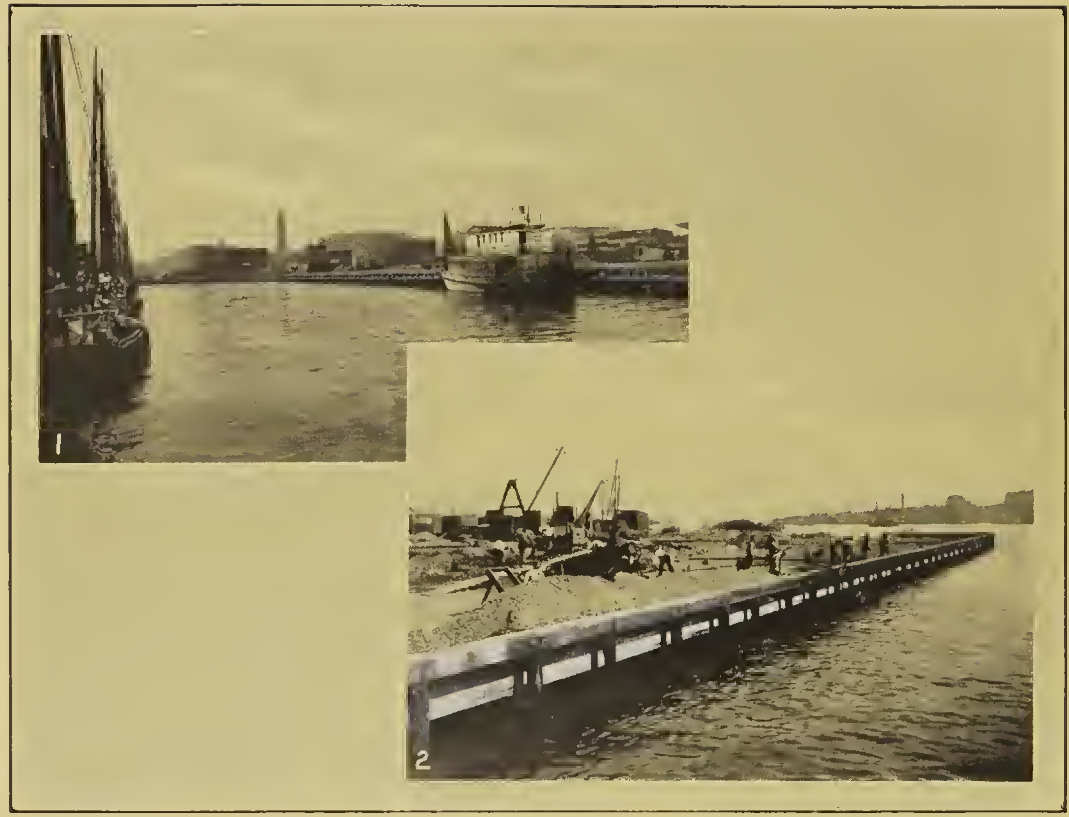
1. New Cumberland Bridge between York and Cumberland Counties, Pa. Engineer, W. R. Smith, Jr., York, Pa.; contractor, Wm. F. Martin, Harrisburg, Pa.
2. Hawksville Creek Bridge, Page County, Va. Built by E. C. McComb, engineer and contractor.
3. Trippes Creek Bridge. Built by S. P. Angle, contractor, under the supervision of H. G. Shirley, chief engineer of Maryland State Highways Commission.



Municipal Concrete Docks, Baltimore, Md.

1. Showing concrete pier ties.
2. Concrete pier No. 6, west side.
3. Concrete piers Nos. 5 and 6, east and west sides.
4. Concrete piles, stacked and ready for use.

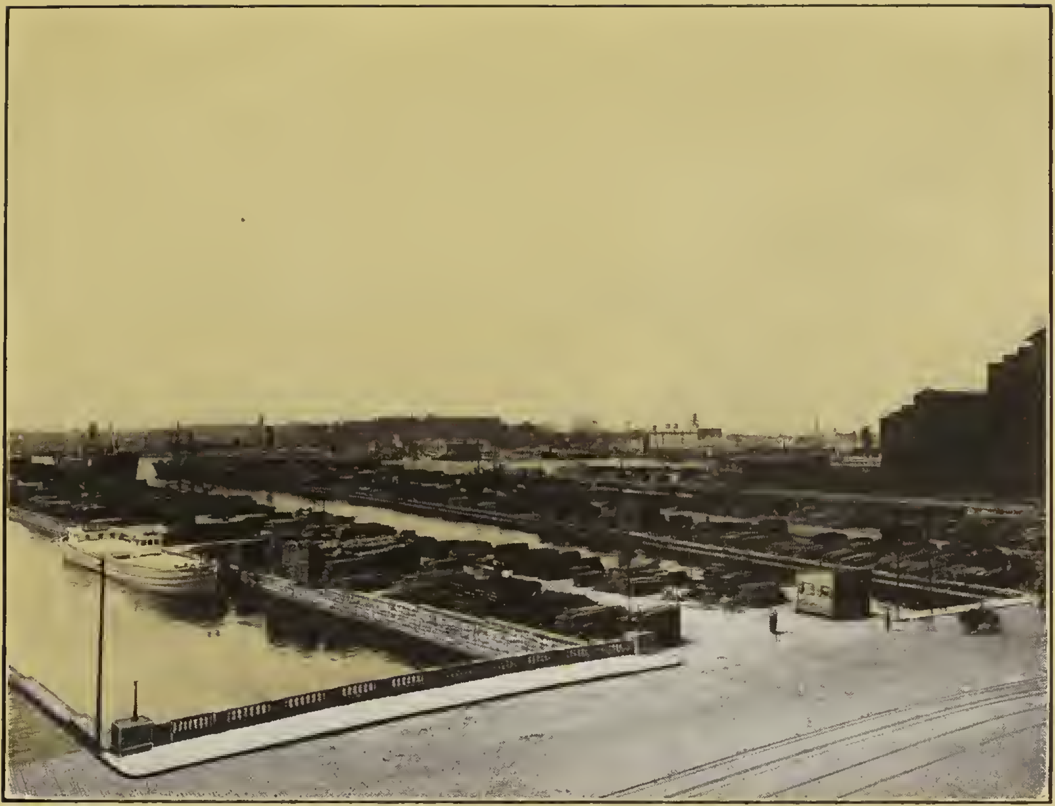
Sanford & Brooks, contractors. Concrete work done by the Raymond Concrete Pile Co. (K. K. Kirwan, district manager). Security Portland Cement was used.



Municipal Concrete Docks, Baltimore, Md.

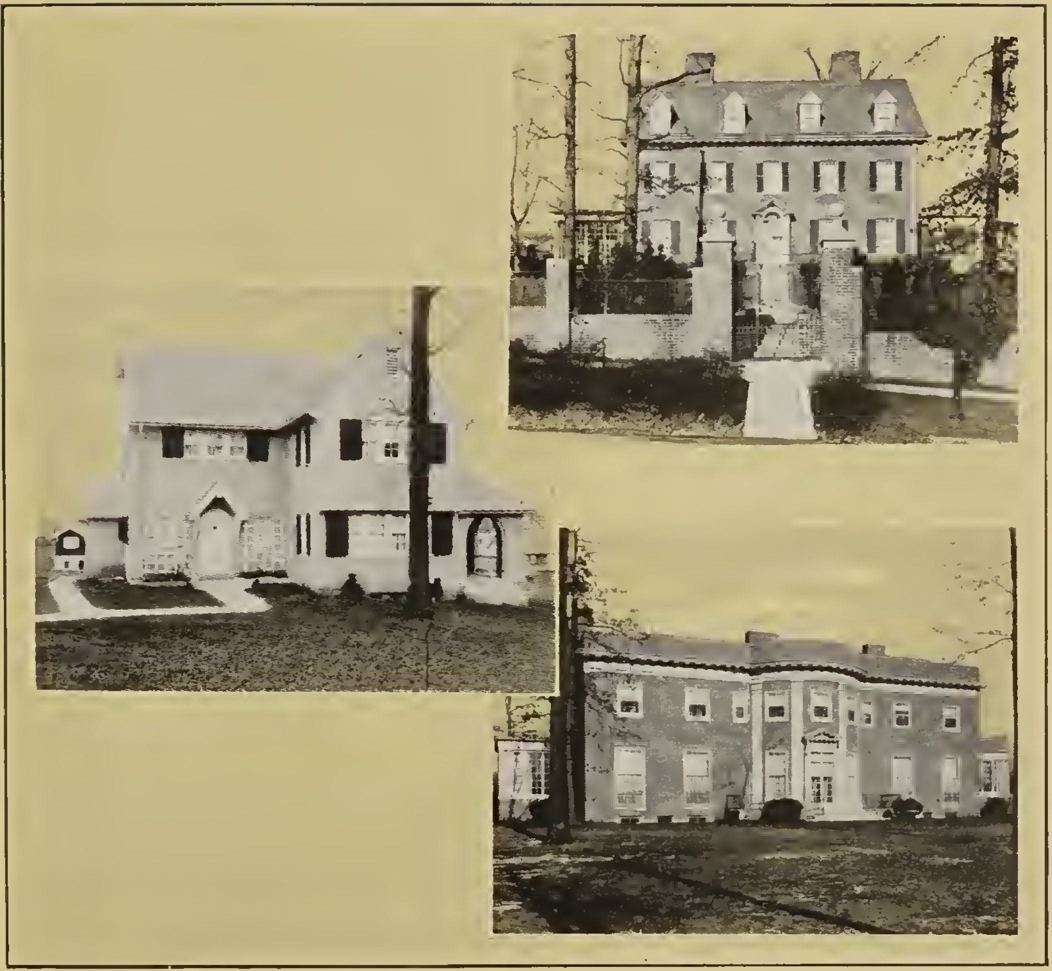
1. West side of pier No. 5.
2. West side of pier No. 4.

Sanford & Brooks, contractors. Concrete work done by the Raymond Concrete Pile Co. (K. K. Kirwan, district manager). Security Portland Cement used.



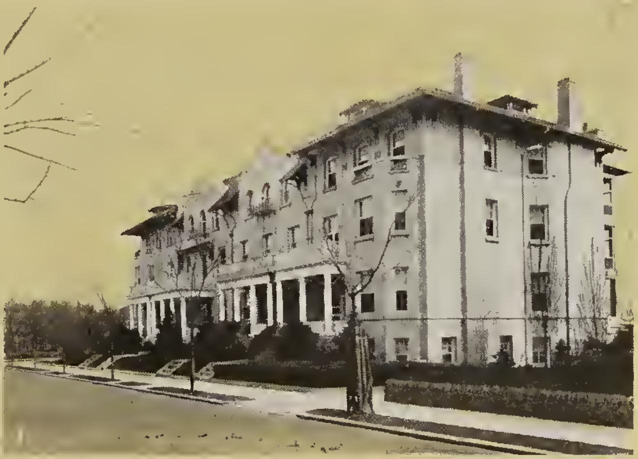
Municipal Concrete Docks, Baltimore City, with Pratt Street Bridge over Jones Falls in the foreground. Sanford & Brooks, contractors. Concrete work done by the Raymond Concrete Pile Co. (K. K. Kirwan, district manager). Security Portland Cement used throughout.

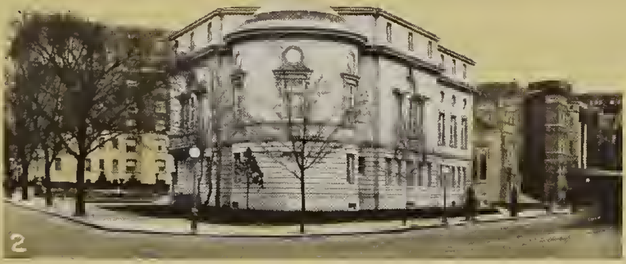
Group of Roland Park homes, in which Security Portland Cement was used throughout. The Roland Park district has a nation-wide reputation for its splendid residences and environments.



Another group of residences in Roland Park, Md., in the construction of which Security Portland Cement was used throughout.

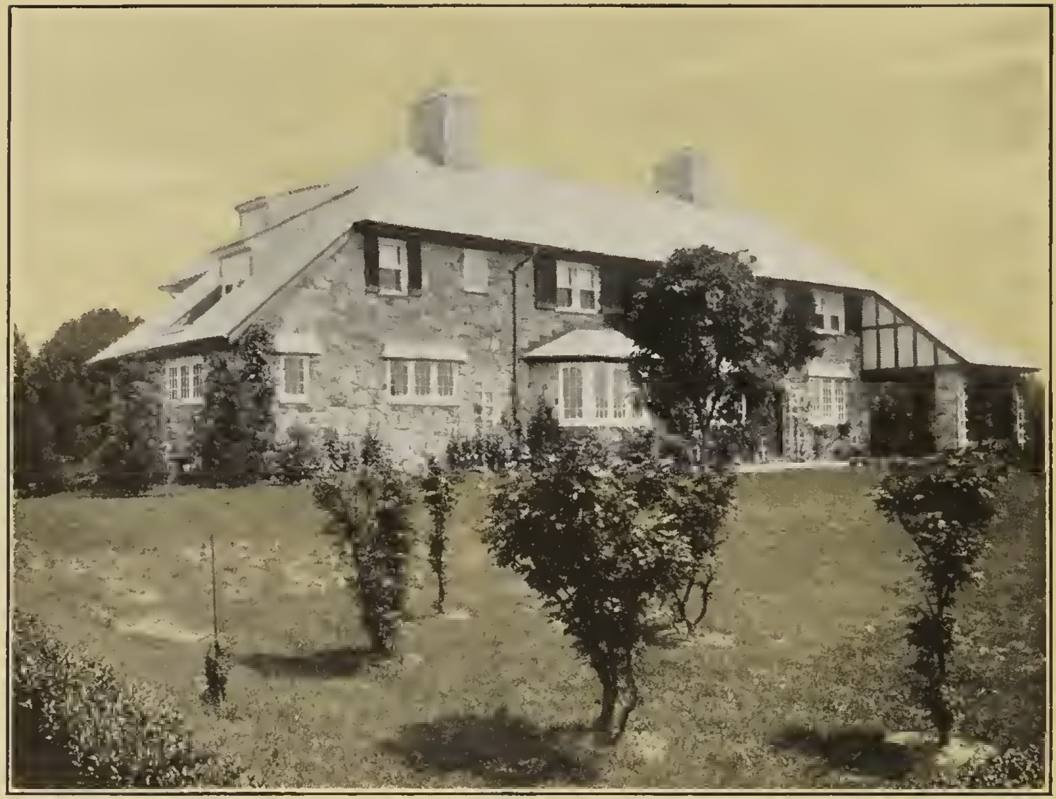
A group of entire blocks of the better class of residences of Washington, D. C., in which Security Portland Cement was used throughout.





1. Woodley Place, Washington, D. C. Security Portland Cement used throughout. Architects, Hunter & Bell; contractor, H. G. Wilson.

2. Congressional Club, Washington, D. C. Security Portland Cement used throughout. Architect, George Oakley Totten, Jr.; contractor, James L. Marshall.



Residence of Mr. H. L. Whitridge in the Green Spring Valley, Md. Security Portland Cement was used throughout. Architect, Wilson Levering Smith; Builders, Blake & Engle.

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The residence of Mrs. Henry B. Gilpin, Boyce, Va., in the construction of which Security Portland Cement was used throughout. Architect, Howard Sill; contractors, John E. Marshall & Sons.

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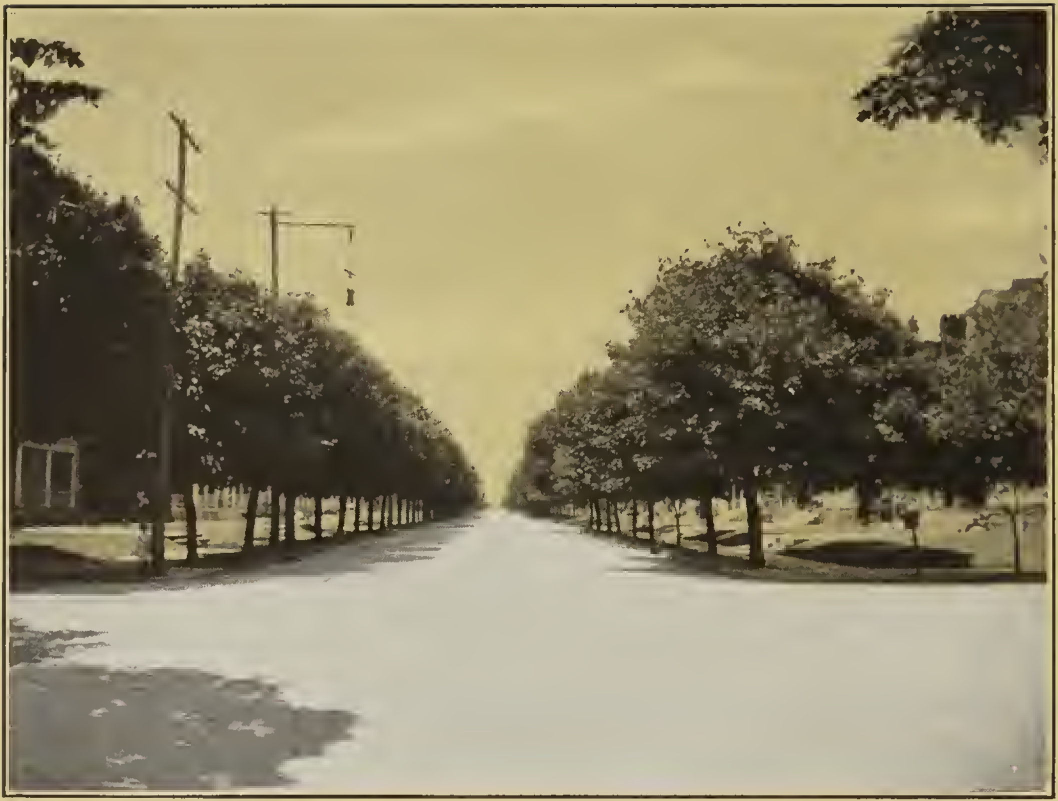
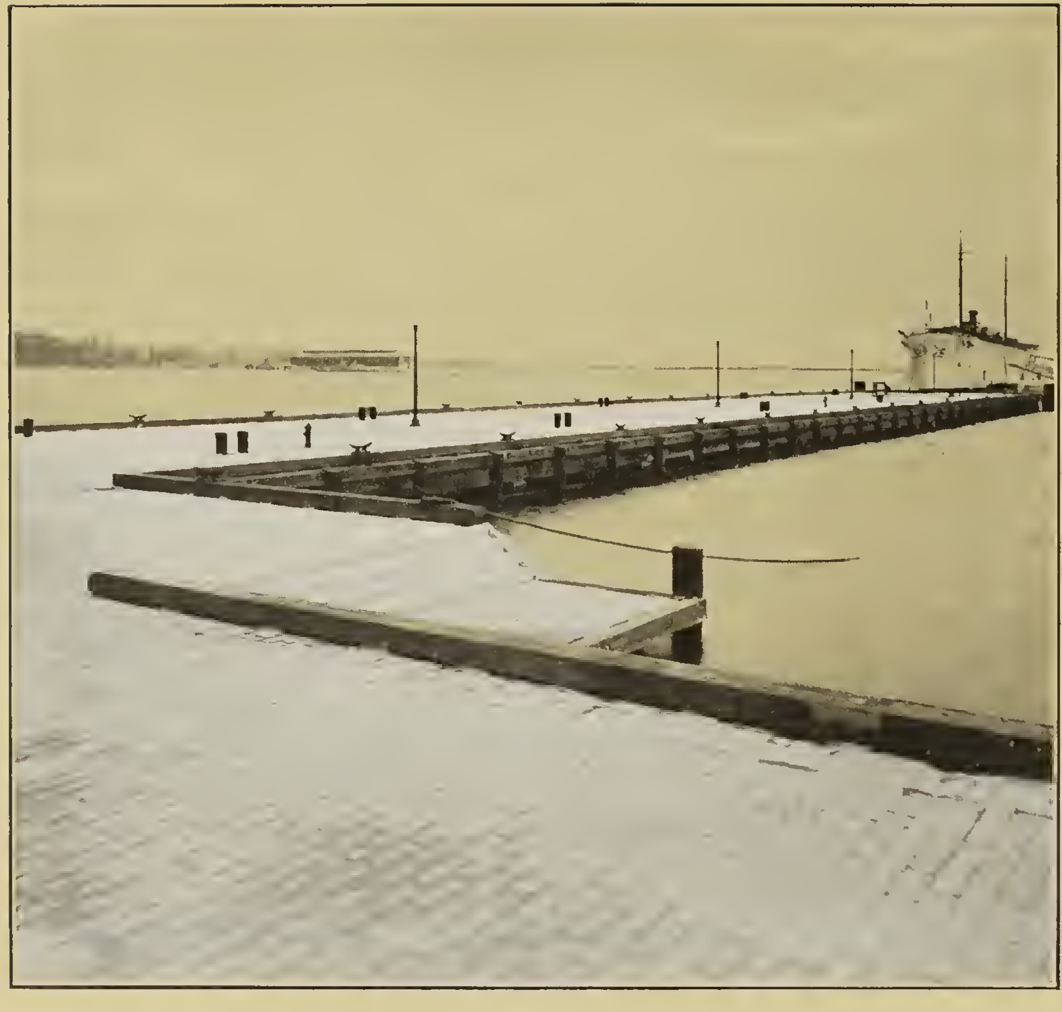
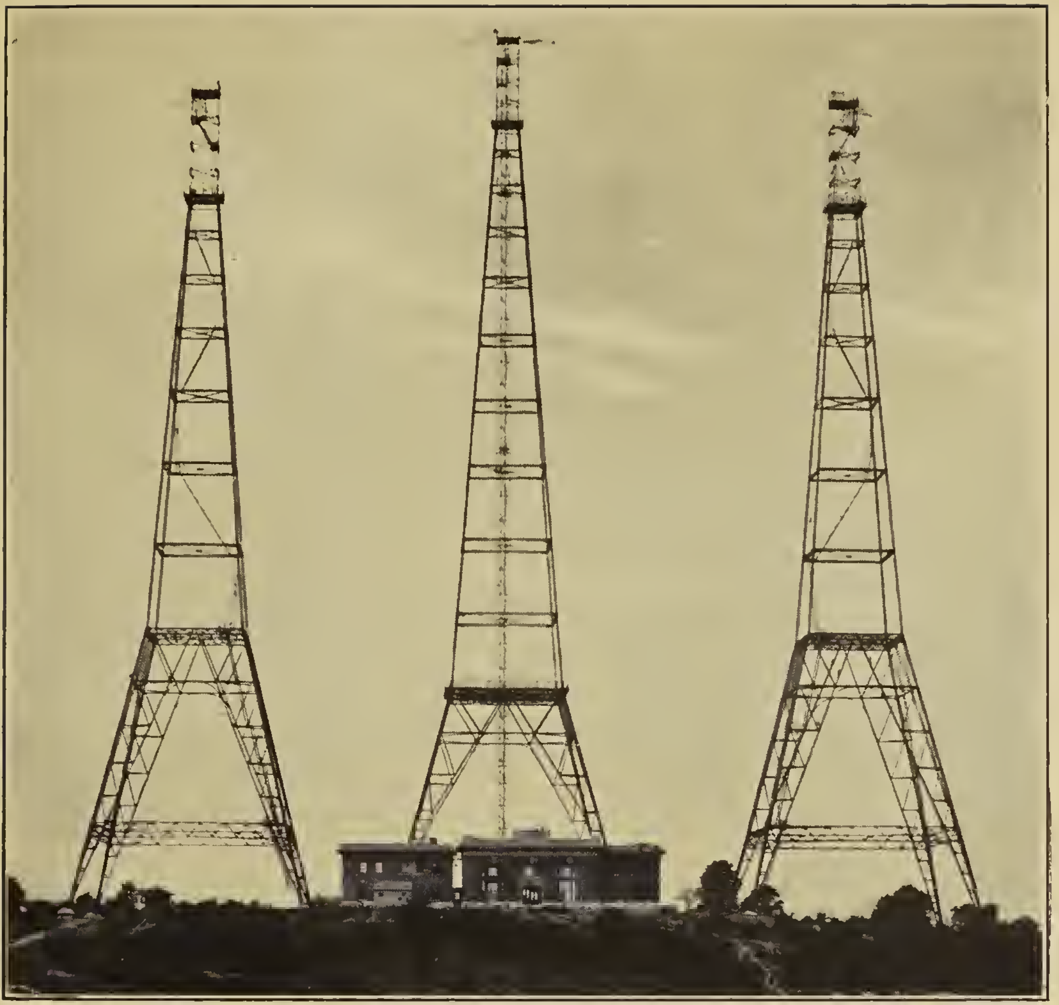


Concrete Paving, York, Pa., in which Security Portland Cement was used. Madison Avenue, looking west from Hartley Street. Paved under the supervision of Robt. B. McKinnon, city engineer, York, Pa.; contractors, Filbert Paving Co.

Views of State Road, Brookview to Sharptown, Eastern Shore of Maryland. Built of concrete made of Security Portland Cement by the H. B. Sproul Construction Co., contractors, under the supervision of H. G. Shirley, chief engineer of Maryland State Roads Commission.



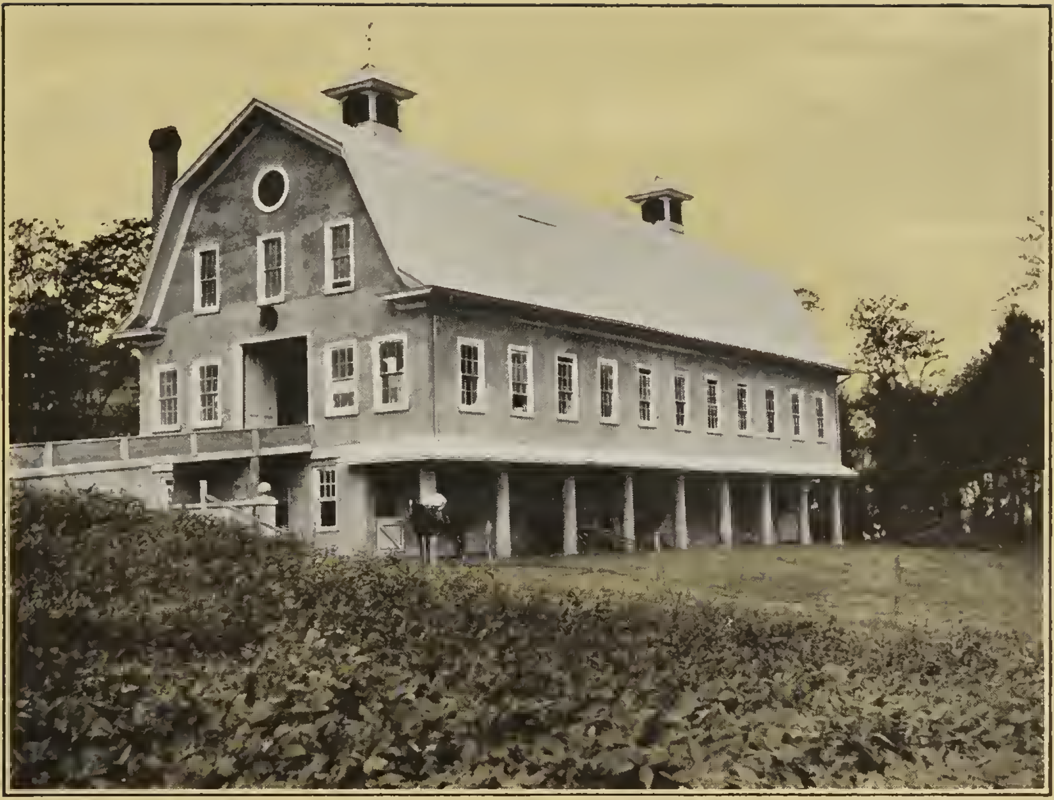
U. S. Naval Academy Dock at Annapolis, Md. Built of reinforced concrete, made with Security Portland Cement, under the supervision of Admiral H. R. Stanford, U. S. N., Chief of Bureau, Ralph Whitman, Asst. C. E., U. S. N., United States Naval Academy. Constructed by Raymond Concrete Pile Co. (K. K. Kirwan, district manager).



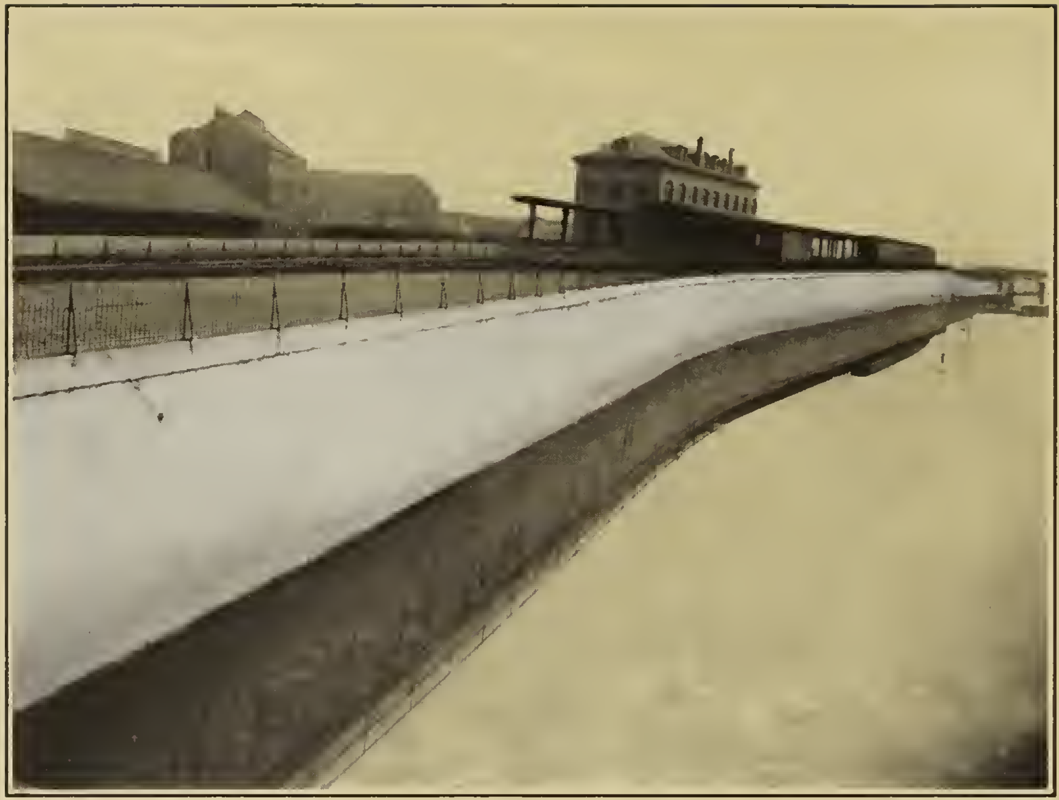
Wireless Towers, Arlington, Va. Highest in the world and consequently subject to severe wind stresses. Supported by foundations of concrete made with Security Portland Cement. Designed by C. A. Carlson, U. S. N. Contractor, Arthur Cowsill, Washington, D. C.

1. Frederick City Abattoir, in which over 2,200 barrels of Security Portland Cement were used. Contractors, Hammett Fire Proofing Co., Washington, D. C.

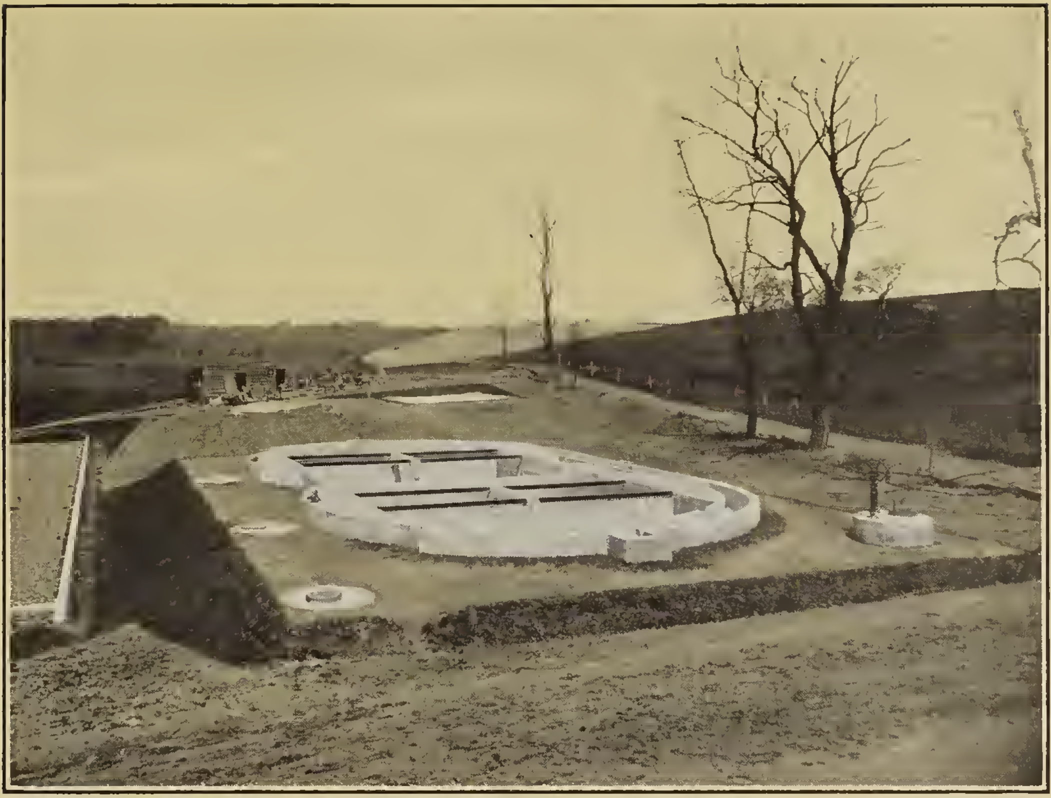
2. Concrete Silo built of Security Portland Cement on the Maryland Experiment Station Farm at College Park. Built under supervision of Mr. G. E. Wolcott.



Barn on District of Columbia Farm of the Home for the Aged and Infirm. Built entirely of concrete made with Security Portland Cement. Fireproof —Ratproof—Eternal.



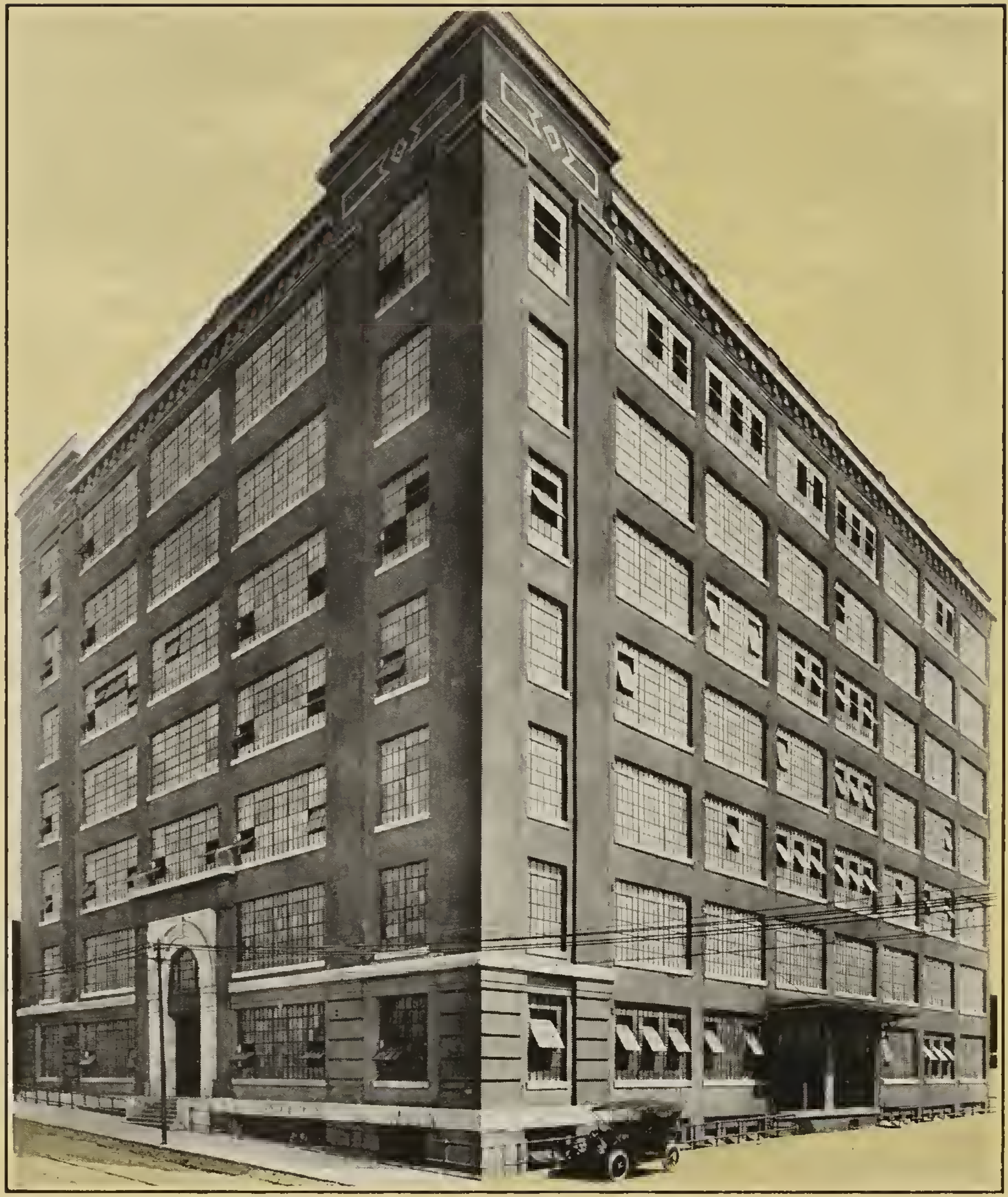
Concrete Retaining Wall along the Potomac River on the Western Maryland Railway, Cumberland, Md. Security Portland Cement was used throughout. Gilbert H. Friend, engineer in charge. Vang Construction Co., contractors.



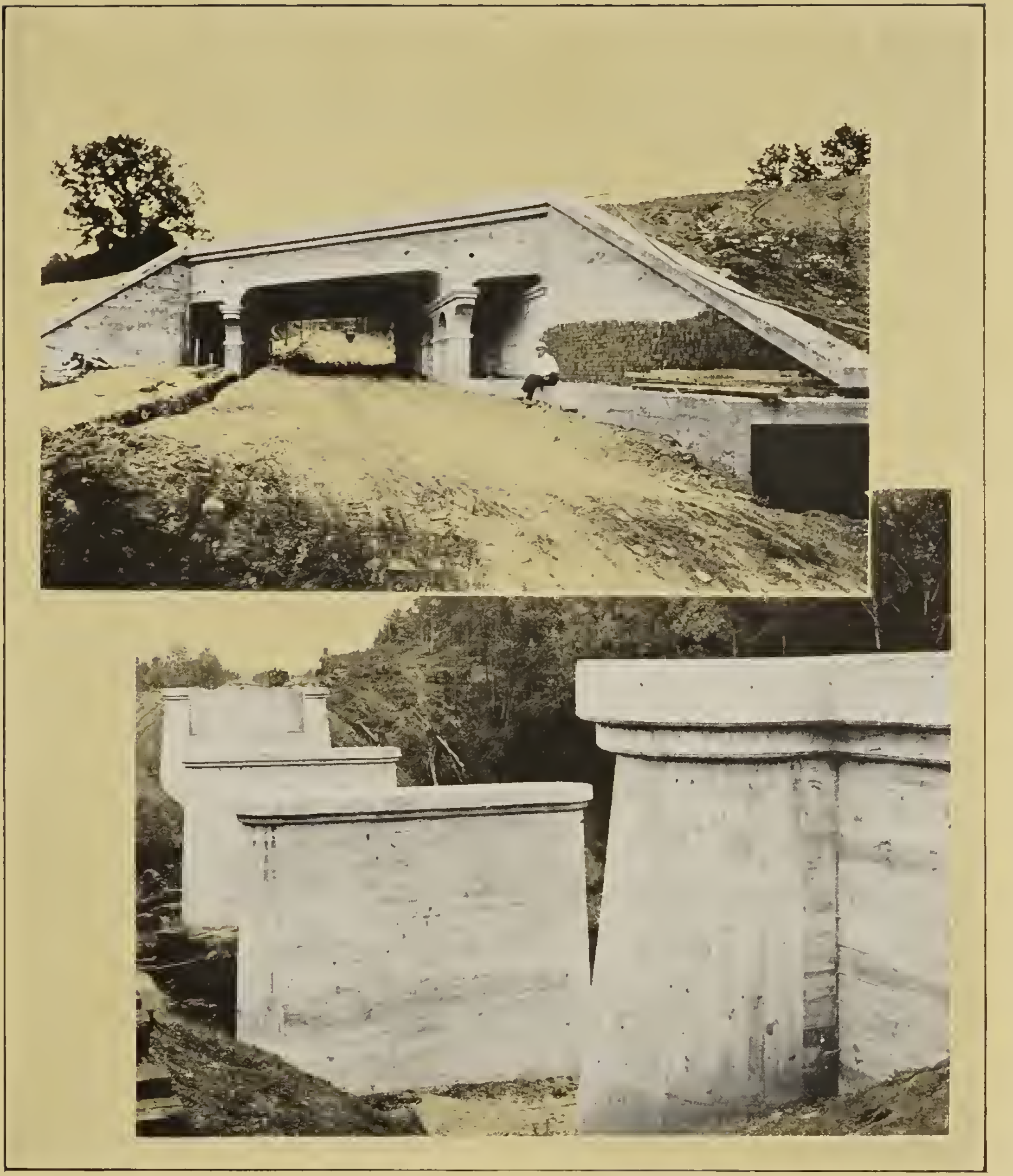
Filter Bed of Sewage Disposal Plant, Chambersburg, Pa., in which Security Portland Cement was used throughout. Robt. M. Huber, city engineer. Albright & Mebus, Philadelphia, Pa., consulting engineers. Contractors, Pitt Construction Co., Pittsburgh, Pa.

Dam and Power House of the Valley Light & Power Company in the Shenandoah River, Woodstock, Va. C. S. Wenger, Lancaster, Pa., engineer. Constructed by Owner. Security Portland Cement used exclusively.

Reservoir at Harrisonburg, Va., with a storage capacity of 6,000,000 gallons, in which Security Portland Cement was used throughout. Built under the supervision of Mr. John Noll, Superintendent of Public Works. W. D. Myers, engineer in charge.



Industrial Building, Baltimore. A giant reinforced concrete structure that is the home of many business enterprises. Designed by P. O. Keilholtz, engineer. Built by Henry Smith & Sons, contractors. Security Portland Cement used throughout.



Upper View; Chatham Underpass, Southern Railway, 1000 cubic yards of concrete.

Lower View: Bannister Bridge, Southern Railway, 2600 cubic yards of concrete.
Part of the double track system of Southern Railway on which 20,000 barrels of Security Portland Cement were used. Robert Russell, general contractor; Reid, Lowe & Cochran, sub-contractors.

Security Portland Cement

was used by the United States Government at the Indian Head Proving Grounds, Maryland, in building the foundation bases for testing the new monster 16″ guns, which are the largest in the world. These foundations have stood the terrific shock of these tests without any sign of disintegration, are now in perfect condition and ready for similar future tests.

We are especially proud of this distinguished performance of SECURITY Portland Cement, but are not allowed to illustrate it pictorially. What could more strikingly evidence the strength and permanency of SECURITY Portland Cement?

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